

HOT AND DIRTY MOUNTAINBOARDING ACTION



ISSUE 6
www.scuz.info

mountainboarding zine

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THE SCUZ ROAD TRIP
nine days, nine men, one shower

ATBA UK SERIES
rounds 4, 5 and 6 roundup

MEET STU KIRK
the godfather of UK mountainboarding



FRONT SIDE

Hi again! We're back, a little bit less time between issues this time. We are going to keep this up, but don't quote me on that. So what's been going on?

Racing. Lots and lots of lovely racing and lots of juicy, succulent freestyle moves from the gods of the scene. What else? Err.. Scuz went on holiday for 9 days. Got a few stories to tell about that one. In fact, there may be a video on the way about it.

Stuart Kirk decided to step down after 4 years of running our ATBA for us. While I am sure he will be sorely missed, he has confirmed he's sticking around and sticking with all terrain boarding. Thank goodness.

The season has not long finished as I write this, and we thought the best way to wrap it up would be a Scuz social, get everyone together one last time before the winter sends us scurrying into the shelter of the woods, with dreams of longer sunnier days. So try and get there for that, 23rd and 24th October at Out To Grass (www.outtograss.com). Hope to see you there.

Our competitions are still receiving no entries. Our only entry for the last one came from John Poole, who is part of the collective, so we couldn't give a prize to him. I know we don't always say what the prize is going to be, but we don't always know. The prize for the last comp was a seasons free riding at OTG (and a crap England shirt). However, no entries - no winner, you lose chump!

We are expanding now and getting more into making a proper go of Scuz, while still keeping it at everyone's favourite price. If nothing else, it makes distribution a lot easier. More info on this soon, but keep an eye on our brand spanking new website for info (www.scuz.info) about which stores are stocking, we'll let you know as soon as we do!

We are working hard at getting better distro with the zine, and one of the ways in which we intend to do it is through the local teams. As you will see in this issue, Markus from Team Bol X (Boarders of Lakeland Xtreme) has sent us in a little advert, about his team, who they are, where they ride, and how to get in touch. For this he pays a tenner, easily covering the cost of postage for as many zines as he wants sent to him. We hope other teams will follow suite. I'll be chasing you up!

We are also looking for correspondents. All this is totally voluntary, and so Scuz can be a financial burden in some ways, costs of travelling to events and that is why we missed some of the comps this year, but as you will see in this issue, we have a poem from the lovely Pam Hill, a piece or two from Niki Forecast, a piece about NASS from Dave "the stud muffin superstar extraordinaire" Compton, and another piece from our tech correspondent, John Poole, who incidentally wanted to know if he can solve any of your techie queries. Get 'em sent in.

The articles people have sent in, however, are fantastic. It's starting to work exactly how we wanted it to, and a massive thank must go to all who have contributed and got involved, no matter what capacity. Thank you very much, but we need more.

Fancy writing an article about any type of boarding or even the origin of the universe, or the future of the planet? Don't bother to ask, do it and send it in, I guarantee it will be printed, as we have a print anything policy. Which brings me on to Brodie's piece.

Our policy of printing everything can cause us to get bitten. Brodie couldn't wait for us to do another run of T-shirts (in the works at the mo!), and so made his own, and has done a piece showing you how to do it. We are desperately in need of revenue to keep this going and would obviously much prefer you to wait for us to do them and buy ours. But we couldn't legitimately refuse to print it, so there it is.

Oh well! If you're skint, and you're a DIY punk rock sort of person, follow Brodie's design instructions. But if you're a lazy sort with a fair bit of cash to throw about the place, please buy one of our shirts when they come out some time before Crimbo. They'll be top notch and none too expensive. Ohm and we're not responsible if you knock loads of your fave T-shirts following Brodie's example!

One last thing before I go off on a tangent about something else, we need things to review. We are very fair, and if something's good, we'll say its good, but unlike some, if it's crap, we'll also say it's crap.

It's all about keeping our integrity. So please send us stuff. If it is something crap, we'll tell people that even if it's not up to much, we like you very much for sending it to us! Can't say fairer than that, eh?

And that's that. So what about the wider world? Well, it's not looking good, as you would probably expect. Mr Bigley met his grizzly end; I can't say I'm overly surprised. If the insurgents are kidnapping and beheading aid workers who's reason for being there is entirely humanitarian, then it would appear obvious (at least to me) that the insurgency is not about improving the lot of the human being in the country, and that anyone who is there for monetary gain stands every chance of a similar fate.

The Iraq survey group have stated categorically stated that there was no W.M.D in Iraq. The coalition of the willing, in return did the honest thing and blamed the intelligence. In a way, I guess I too blame their intelligence.

On a more positive note, Afghanistan is to hold its first democratic elections in its history as I write this on the 9th October. While that can only be regarded as a considerable achievement for the War on Terror's proponents, I will wait to see how it pans out before judgement. And finally Israel have in the last week of September killed over a hundred Palestinians in illegal incursions into the occupied West Bank and Gaza. I didn't learn this from our mass media news though. Funny that, isn't it?

Love and Dirt.

the Scuz Mountainboarding Zine crew.



andy



brendan



chris



john



paul



welly

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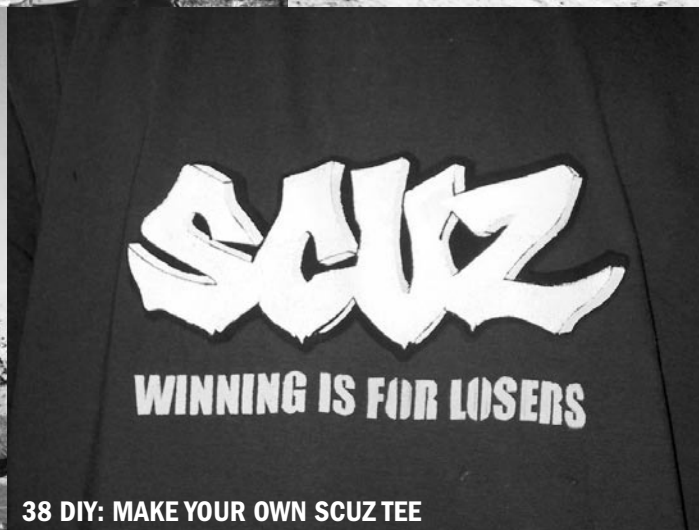
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NEW SCUZ WEBSITE LANDS

By the time you read this, the new Scuz web site should be live and kicking. The old site needed a bit of a face lift, and so we've been working pretty hard to bring it up to date and improve on what is a very popular site, if only for (possibly) the biggest spot guide on t'internet.

But enough self-promotion, just go check it out at www.scuz.info and any comments and feedback is always welcome.



WHITE AIR FESTIVAL

The White Air Festival is close approaching and looks like it will be yet another kick ass weekend, Maxtrack and some of the team will be there to session with all the usual. Andy Potter is putting together an awesome flat land park with the help of his team. Sounds like it will be cool, and a chance to impress the crowds yet again.

www.whiteair.co.uk

BUGSBOARDING

Bugsboarding is still pushing on with development over the winter, with more rails and jumps planned as soon as the foam pit goes in. Yippee. (Thanks to Maxtrack who has kindly donated it to Bugs).

Bugs will also be opening for large groups over the winter as the site can put up with amounts of rain and still be rideable shortly after. All you gotta do is call the Bug phone on **07749 897330** and we can help give you the riding conditions of the site, this will also help the staff get it prepared with quads ready for big sessions.

Anyone who wants to book fun days or events can get in touch on the same number or email bugsboarding@fsmail.net.

www.bugsboarding.co.uk



THE EDGE, MUCH WENLOCK

The event held on the 3rd October, at The Edge Mountainboard Centre, was appropriately named 'Mud Fest' and was a well good day, even with the weather doing its best to put people off. Riders turned up in force for an early start and racing started.

First up was the boarder cross, which was quite technical one in these conditions, with it mostly grass and raining hard sliding around was inevitable. The track picked up speed quickly and there was very tight racing and fast times set, the 'Mud Fest' had began. Next up was the freestyle which was a small 12ft table with 4ft kicker that worked perfectly for the riders. Tricky landings didn't put off the likes of MBS riders Joe Dickson and Chad Harding spinning fives, threes and flips.

Everyone stepped up their tricks and a great sesh was had by all. We all moved around the hill slightly to the slalom course at the same time as the heavens opened again, this time with a vengeance. The course was tight, technical and fast with only the top riders getting down with no mistakes due to the increasing amount of water running down the track. However it all ran smoothly and top skills from all the riders on show.

All in all the day was a great success with all the riders keeping the crowd pleased all day and having bags of fun them selves. Results came in and prizes dished out, the 'Mud Fest' truly lived up to its name with every one looking around trying to recognise the guys they had been racing with all day; eyes and teeth the only clean facial parts on show.

A massive shout out to all the riders that attended and rode in the bad conditions. This is just another side of the hardcore sport of mountainboarding, also to Chris Hill and his crew that help run the centre and events. It was a top day.



NOVELTY TOYS AND CIRCUS PRODUCTS FOR KITE'N'SK8!

Kite n Sk8, one of the south west's leading alternative sports shop has given in to customer demand and introduced some fantastic new and unusual products to their ever expanding range.

After three successful years of selling kites and skate boards, owner Alan Greenhill says "We pride ourselves on listening to our customers and getting them the novelty things that aren't readily available anywhere else; we've ended up with a massive range of unusual toys and circus based products... it seems that alternative sports go hand in hand with the circus!"

What started with a few juggling balls, has turned into all forms of juggling - devil sticks, staffs, diablos and poi. "It's a proven fact that juggling increases your brain capacity" says Alan. "When you've mastered your chosen skill you can move on to extreme juggling with a massive range of fire toys and spare wicks. Ever tried a fire skipping rope?"

And they seem to be able to cope with all tastes - if balance is your thing they also stock stilts, balance boards, and unicycles. Take a monster rim and fat tyre from a BMX or trials bike, bolt it to a unicycle and add a brake, you then have the capability to ride the woodland tracks and pull-off amazing tricks and jumps in an urban environment or skate park, it has to be seen to be believed and they are now taking on trials and mountain bikes as well...

...In fact, Kite n Sk8 now have so many exciting and unusual products they've had to generate to a whole new website to show them all properly! "I didn't want any fancy gimmicks just an easy to use, informative website that my customers would appreciate" said Alan. "We've added discussion forums, product reviews, and advice pages so that customers can interact with each other and get a lot more than just a shop."

See www.kitensk8.co.uk for more information or call at the shop in Silver Street, Dursley **08456 589299**.

HILL62

W...w...w...eb-site: The wait (well for us at least!) is finally over. No longer is it just a map of how to get to Ivinghoe (which is all very useful, but gets a bit boring after a while), but now the whole thing is pretty much there. What's cool is people across the country are now ordering our T's – and you can too, plus all the other hill62 stuff we've got. And if it's not there, we can probably get it – just drop an e-mail or call – this includes niggly bits for your board and anything else. We've also plenty of boards in stock just waiting to be shipped out!

The gallery is a wee bit spartan right now – e-mail your images and we'll get the best up (any more from Chill62 anyone?). Also, we want your graphics – send them through (see web-site for details).

Spread the word that we're up & rolling – simply tell your friends/grannies/uncles/aunts/parents, etc. that this is the only place where they need to go to sort Santa out! And if credit cards are a problem, we can also offer mail order by 'phone if you send a cheque thru'(easiest just call on 07785 771827 now!!). Visit the site at www.hill62.com.

Ivinghoe: Please don't forget that Ivinghoe is now SHUT until Board Camp (see later) w/c 25th October. We hope to open on the weekends either side of Board Camp (we'll let you know soonest), but meantime just e-mail if you want to get a group together for hill62 freeriding from Aldbury. Need around 4-5 people and the cost will be £15 each for a 2 hour session, including transport from the village, freeriding in some wicked spots and all support (incl. First Aid support, etc.) – quality mountain boarding! Board/equipment hire for these sessions is also available at £5 for the session. We can also offer individual or smaller group sessions right thru' the Winter – just shout info@hill62.com or simply call 07785 771827 and we'll sort something out.

Board Camp: This runs from 25-29 October from 11.30am-4pm every day. A load more mailings went out today. If you've got any kids/brothers/sisters/friends, etc. who want to do this then just call or e-mail for more info – mainly aimed at 8-15's, though no upper limit and it's aimed for beginners thru' to newer riders. All equipment is available on site. IMPORTANT: All places for Board Camp MUST be booked in advance – we will be strictly limited on numbers, so don't leave it much longer as we're already starting to take a lot of bookings. The aim is to have a comp. on the Friday afternoon, so all of those kids (& not-so-kids) can get their practice (under ATBA instruction) during the week.

Chill62: Thanks to everyone who made it – we had something approaching 50 riders there during the day from as far afield as Liverpool - What an atmosphere. And, whilst the day was meant to be (and was) pretty chilled, that was some wicked competition across the day in the DH, Freestyle and Long Jump (check out Adam Atkins' distance which is sprayed on the grass!). Look out for our next event, 'Chilly62' which will have a Christmas theme.

NEWS, LIES AND OTHER STUFF WE HEARD ON THE GRAPE VINE

>> Watch out for the next series of the motoring program, Top Gear, on BBC 2 where a well known young mountain boarder is set to make an appearance.

>> Sources tell us that MBS rider Rennie Myles entered himself in a snowboard jib contest this summer and blew everyone there away with a fifth place, is there no end to this boys talent on a board? (I guess not - Ed).

>> There are plans for big changes down at the Ride The Hill Priory Farm centre over the next two years. Another beginner slope is to be slotted in as well as an intermediate boarder cross course, which will then be used while the main course is given a complete re-vamp. I can't wait, can you?

>> Rumour has it that Channel five have been in contact with Ride The Hill regarding the possibility of Dave Compton getting his own prime time chat show on the channel, Dave and his people were unavailable for comment at the time of going to print.

>> Land Pirate Productions producing official ATBA UK 2005 calenders for your purchase at about 9 quid a pop, great value and far more useful than pegs. Email landpirateproductions@hotmail.com for more details.

MUSIC REVIEWS

THE BREAK IN – THIS ENDS WITH US

These Canterbury Hardcore Kids have finally released a CD after 2 years of solid touring, and it's a good un! This is what can only be described as THE heaviest CD ever made by a UK band (excluding maybe Black Sabbath). After an atmospheric intro, the album kicks in with the slow and heavy as sh*t 'Written in Blood'. The vocalist Duggan sounds like a latter day Anselmo; while before his vocals were fairly screeching, on this CD they sound a bit more macho and p*ssed off.

On the song 'Strength in numbers' you can hear your room shaking (if you listen to metal at the kind of volumes I do!) to what sounds like a whole battalion of hardcore kids shouting "Choke on your words, we're here to stay!"

I have said little about the music, but there's not much to say... other than its f**king heavy! If Biohazard, Throwdown or Pantera are your kind of bag, then get on this band like a rash!

Released through Dead and Gone Records: www.deadandgone.co.uk

CANINUS – NOW THE ANIMALS HAVE A VOICE

Have you ever wondered why in Gods name you'd want a record player? Well, now here's a good f**king reason! This band is quite frankly unique, and amazing. It's a band featuring members of Most Precious Blood and... well there is no easy way to put this... two American Pitbulls called Basil and Budgie!

Yes it rocks. These guys took the two Pitbulls into a recording studio and made some pretty messed up Grindcore!

Its actually pretty good. I bought it for the novelty factor, that and it comes on a nice brown 7" piece of vinyl. The music itself isn't at all shabby. Despite being Grindcore, which is traditionally a messy affair, involving brutal walls of noise, the music is helped along by the fact that the ex Indecision / Most Precious Blood members of the band have a very indistinguishable sound that flows throughout the record. If you like it fast and heavy, you'll dig the music.

As for the dogs on vocals? Well as if you could ever understand what singers in Grindcore bands are actually talking about anyway!

Out on War Torn Records: www.wartornrecords.com

Reviews by Posi Mike.

MOSH 'N, GO ISSUE #3

While at a recent Pitchshifter/Sikth gig at Rock City in Nottingham, I bumped into Rob Russ, who produces Mosh 'n' Go, his Sheffield based punk zine. Obviously as a fellow zine editor, I felt it my duty to support him and for one of your English pounds, I relieved him of a copy of the 36-page Mosh 'n' Go.

You can tell Rob's love of psychobilly/rockabilly style punk throughout the zine, with interviews and music reviews of the Nekromantix and gig reviews of the Horrorpops, among others. It has a proper DIY/cut-and-paste feel about it, with hand-scribed comments mixed in with typed articles and every page having random imagery scattered all over. Looks great!

Good politics in the shape of women's place in power, where to surf in the UK and even how to make your own coffin-shaped double bass. If rockabilly is your thing or even Sheffield based punk, grab a copy from Rob at moshngogigs@hotmail.com.



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Hopefully the first of a regular column from our female connections in the sport. If you're a female rider and have something to say about the sport or scene, drop us a line and we'll put it out to the world.

If you'd like to get in touch with other female riders (and aren't a man in a frock and a wig) but don't know how, again, get in touch and we'll pass your details onto some of the lady riders we happen to know.

PERSPECTIVE

To be a lady into mountain boarding is great. What more can I say? Mountain boarding blokes are "as fit as", and the ladies boarder x is, well, polite lets say. It is exceedingly common that if you clip a wheel of a fellow competitor, and they go down, you would apologise immediately, something that is unique to the feminine category.

But even though one of the routes of mountain boarding, snow boarding, is very much a unisex sport, at the present mountain boarding is dominated by the male species.

In two recent freestyle events there have only been three competitors in the ladies category, and although that means that all three women are guaranteed a medal, it does make spectating the category rather boring.

Entrants would not push themselves to do new, more impressive tricks when they know that all they have to do is roll over the jump to get a place on the podium. Though maybe this is just the case with us British girls, for at the world freestyle championship, a.k.a. the Artic challenge, Tiffany Ecker pushed the category higher than anyone could have expected, by attempting a back flip (why does she have to be a yank?! What is it about that country?)

However, this is not the case with the boarder x. Although there are a few women who stand out instantly to be excellent racers, unlike other categories, the podium is not always dominated by the same people. The luck of racing takes over, and there always seems to be an unexpected racer climbing into the starting gate for the final.

But from my point of view, the category is getting more and more exciting, with the standard of racing seeming to be raised at every event, who knows where the category will end up? Maybe in the near future the

category will be divided into age categories, rather just lumping all the women together, something that is understandable, but not always fair.

And, who knows, maybe one day they will design body armour for the female figure, and butt pads will be designed with more protection around the back than the front.

THE RIVALRY

Although in mountain boarding there is a new breed of riders that are starting to appear, where the riders have not previously taken part in boarding sports, the majority of the podium winners have originated from skating, surfing, or snowboarding.

Few are skiers. Those that have stood on two parallel lengths of carbon fibre, whilst tearing down a snow covered slope, keep this fact a secret to other mountain boarders. Apart from me. I am a proud skier, yet a keen snow boarder. To be stuck in the middle of such a strong rivalry is a risky business, hence my reasons for writing in a magazine. The rivalry between skiers and snowboarders can be compared to that between mountain boarders and dirt surfers, except the rivalry on dirt is far more civilised and supportive of one another, compared to that on snow.

But now, I am going to give you a fair, un-biased opinion on which is better, snow boarding or skiing.

There is no greater feeling, than bombing it down a black run, with skis attached to your feet, knowing you are in control, you can't go any faster. You just can't reach those speeds on snow boards, its simple enough.

Yet for the social and practical sides of alpine pleasures, snow boarding goes one up on its' rival. Walking up to a ski lift first thing in the morning in ski boots, carrying two skis and dragging two ski poles, is just uncomfortable and clumsy, compared to snow boarders, whose boots are easy to walk in, and only having to worry about one item to carry.

Yet conditions wise, its got to be skiers. Skiers are happy on any type of snow, they can carve up the stuff now matter how soggy it is. Yet unless the snow is completely powdery, snow boarders will moan.

The last argument that I put forward to you is that of freestyle. Doing freestyle on skis is crap. You can hardly do a thing. Yet snow boarders have as much freedom (if not more

freedom) in the air as mountain boarders do.

So I shall let you make your own decision, this is not because I do not have a decision, it is because I do not want to offend my family {who are full blown skiers}, or face humiliation from the mountain boarding community.

Perspective and The Rivalry by Niki Forecast

BUSTIN' TO RIDE

See the slope, bust to ride

Feel the pull deep inside

Crave the taste of the thrill

Grab the board, head uphill

At the top, take a moment

Clock the view and descent

Gaze at nature's graceful curves

Lust the ride, bust the nerves

Feel the buzz rise inside

Face your board set to ride.

Choose a line make it sweet

Make the dirt your place to eat

Feel the breeze curl your hair

Chase the wind everywhere

Know the board, hold the ride

Match the toe to heelside

Down the hill, fast and clean

Up again and breathe the dream

Every ride is goddam sweet

Such a thing just can't be beat.

by Pam Hill

NASS '04

with the almighty dave compton



The National Adventure Sports Show is an extreme sports exhibition and music festival in one. Alongside BMX, skateboarding, MX and binlineing is mountainboarding. We were honoured to receive this write up about the event by the one and only **Dave Compton** (really!). Photography by **Simon Packer**.

NASS this year was a little different to all the previous times I have visited, because there was no competition. This meant that there were no switch rodeos (well, I tried one, but I didn't quite land it.) or 1080s on quite the same scale as was seen on the big ramp last year, but it was thoroughly impressive nonetheless.

In three days Ride the Hill, Makin Trax, Team BAD Construction (aka Steve Birkbeck and John Poole), Clive Godfrey, and The Land Pirates worked impressively fast to construct a mad little freestyle park and beginner's BoarderX course that any centre would be proud to own.

This consisted of a moderate speed course down the side, with an amusing little double and tabletop and two berms, where literally hundreds of first timers to ATB saw the light - and practised very purposefully going over the top of both berms because jumping is much more fun than going round corners. In the middle was the main big air run - two large tabletops, both flippable (is that a new word ?) and flipped on, and spinnable and spun upon; where 7 feet or so of air could be caught (painful flat landings on the second one aside). The most creative and unique part of the course, and the favourite section to many of the demo-givers, lay to the right, just next to the spectators' area. A speed giving hip jump led into a 15ft dragon-back rail, straight into a little tabletop, straight into a 12 foot double, or battleship rail over the double, with a skatestyle picnic bench and kicker set-up to finish. Fun. In the middle at the bottom, courtesy of Team BAD construction, was the pinnacle a double

hipped quarterpipe with the perfect transition and an excellent corner built in. All runs lead into this to finish in style.

Friday saw most people just getting to grips with the course, and finding all the lines (And all the tabletops were built as hips as well, so there were a lot) until the sun went down and then it was party time NASS style. Music from the Filaments, Howard's Alias and Therapy encouraged everyone to stay up late, with most people just managing to get up for the midday demo on Saturday. The practice before the demo unfortunately saw Renny Myles, star attraction, pop his shoulder out after going into the picnic bench fakie (After executing the most perfect boardslide on the battleship I've ever seen), so it was up to the rest of the crew to wow the crowds after that. All day there was a constant stream of spectators but more importantly people queuing all day to have a go on the slope next door. It was obvious to see that after each demo, many people were impressed enough by our work to try and emulate it, judging by the surge in have-a-goers. Though I'm sure I put a few off when I saw stars after screwing up a backflip, hitting my head on the mud kicker, landing on my head, and my board coming off my feet and landing on my face.

Padding (Chris McCarthy) then totally showed me up by landing a perfect one, and then doing so all weekend long with some insane tweaks in there, and attempting some mistys later, staying up after one of them. Badger (Dale Henson) worked the rails all day with some beautiful 5-0s over the battleship rail. Tim Paddock was showing the real capabilities of his BeUnlimited ATB

design, with all sorts of grinds and spins, almost pulling off a 270 to boardside on the picnic bench, and using the quarterpipe for alley-oops right out of the coping, and inverted handplants. The most creative, dangerous, and generally impressive line of the weekend was made by Beiran Steltzer-Martlew though: high speed into the dragon back, being the first person to gap over the middle (effectively using it as a double) and land on the downslope, then jumping over the battleship rail on the double with a big grab, and finishing by clearing the entire picnic bench setup. An awesome run because it was technical as well as being all about big air.

After a long day riding, we all met at the dodgems at midnight and took over the show (a long standing NASS ATB tradition). Cap stealing became the main game, with a few people sporting 2 or 3 at points, and then it just dissolved into unmitigated beatings on people in other cars.

However, the most important part of the weekend to all ATBers was one of the most successful parts, as there was a permanent queue for the have-a-go area, and a very few of the hire boards were lying unused for most of the time. Plus because of the freestyle park and boarderX course new riders were able to get a real taste of what we do rather than just practicing on grassy slopes and during the weekend many new riders were coming back and progressing onto the boarderX track and smaller kicks and rails in the freestyle park.

So hopefully NASS and Ride the Hill have helped to boost our ever-growing ranks once more!



STUART KIRK: THE DON

The 5th of September this year was a bit of a sad day, apart from it being the last day of the 0800 Reverse UK ATBA championships, which were rocking big time!

The reason it was a sad day is because not only did John, the medic in attendance of the UK championships for quite a few years, choose to make public that he was to be retiring from the glamorous world of providing medical assistance to beaten up riders, but Stuart Kirk, the man who has brought mountainboarding in the UK from the fringe, to a sport so worthy of notice that MBS US often send their most talented riders over for the UK summer season, chose to announce he was retiring from the riders committee of the ATBA as the acting chairman.

Shock! Horror!

A BIT OF HISTORY.

In 1998 Stuart Kirk was to start riding a board with XT Wheels. When Stuart first went to a competition, there was only one UK distributor of mountainboards. There was also one British manufacturer.

In '96 there wasn't even what could be described as a mountainboarding scene in the UK. There was one event which was sanctioned by the ATBA, but was being run by a business interest.

Three weeks before the event in 1999, Stuart Kirk along with Dave Tatham and Ant Wilson printed hundreds of flyers, and handed them out, encouraging people to log on to a forum that was called ATBSports, and chat to each other.

The idea being it didn't matter what you rode (as it did matter very much at the time), just so long as you rode, and had fun. The flyer basically said 'there's a message board for mountainboarders here - use it!'

At the time there was a social canyon separating the riders of different brands of the boards, almost like a racial prejudice. MBS riders didn't talk to advocates of the noSno design and vice versa. Sounds a little odd, doesn't it. Well, it is as a direct result of the forum, ATBSports and the UK ATBA that such distinctions (have almost) died out. Stuart Kirk was the central pillar of them both.

The forum quickly became very popular, and was used in much the same way as

Team BAD's forum is used now, as a tool for organising meets. With a good idea, a new idea, in a new sporting industry with the potential of ours, as you would expect things started to snowball.

Because of the popularity of the forum, Stuart Kirk had another idea. It led to a series of small, fun events and comps being ran cross the South West not being quite such small and intimate gatherings. Many people (not many like we understand today, but maybe 60 – 80 riders) showed up.

As things progressed, and the comps started to take on their own identity beyond what was being run by Maxtrack under the guise of US ATBA with their rules. Stuart was approached by Ian Mitchell Innes of Maxtrack with the proposal that he should take over the running of the ATBA UK.

As Stuart's independence from the industry gave him the legitimacy that other trade related bodies could not command, and he was at the time, on an informal basis running it in all but name, agreed.

It was to change the course of mountainboarding in the UK to such a degree; we would not have the most organised and competitive scene in the world otherwise.

The rules that had been imported from the US ATBA weren't entirely consistent with the way mountainboarding was developing in the UK, and favoured a foot strap board against a rider using full hard binding set ups. It was causing friction between the different mountainboarding interests in the UK, mainly NoSno and Maxtrack at the time. The situation was threatening the potential of the sport.

So, Stuart started probing the available info from the US ATBA, and much to the glee of riders who were favouring the full binding set ups more popular in the UK than the US, started making minor modifications to the US rules of engagement, to fit in more with the way the UK flava was developing, I quote (from the UKATBA site):

"All ditch obstacles on BoarderX course must have enough gradient at entry and exit be able to be ridden through without dismounting: i.e. be able to start stopped 4m from the obstacle and have enough momentum to get through the obstacle without dismounting and pushing." It may seem absolute common sense and I suppose it is, but it is Stuart's common sense.

When Stuart took over, courses tended not to be the kind of courses we have full respect for these days, there was just a hill, the odd set of rollers, a berm. Some courses were Slalom, with a bit of boardercross and then a bit more slalom. Nothing at all like the events we now attend.

Being a man of his word, Stuart started to run the season in the way that we recognise now. Taking out a bank loan for 6 grand, pending sponsorship ("We're bound to get sponsorship by the end of the year!") Stuart, along with a few helpers, ran the first UK ATBA championships, back in 2000. That is the kind of commitment that Stuart Kirk has made to the mountainboarding scene in the UK. Incidentally Stuart is still paying off the loan. The series picked up no sponsorship in that year, but "there was a sh*tload of people enjoying themselves, and we made an awful lot of friends!"

STUART ON THE FIRST UK SERIES

'It was as you would expect, a little bit disorganised when it first started, being done on a "Help us! We have no money" type basis.

Stu: 'We had no money for posters, no PR, and race numbers were organised less than three weeks before the event. One of my friends had been on a sponsored walk, and the company that made the numbers for that event had the website address on the back. I had planned to DIY it with cardboard and a big marker pen!'

And so it ran, unfortunately without sponsorship, the first UKATBA Championships. It wasn't the smoothly ran affair that today's ATBA comps generally are.

The very first event, the Laptop got left behind by a certain female, who shall remain named as Dipsy as a result! Stuart having to drive home after the racing to pick it up.

The Haredown event actually got the Haredown centre shut down, due to the locals not taking a liking to the small sound system Stuart had blagged that was playing to 40 people in a field.

Stu: 'But that first year was the first time the Champs had toured the country. It worked.'

STUART ON THE RISE OF THE UK SERIES

Stu: 'Last year we ran the championships with about 6 thousand pounds plus entry fees and went into the first one without the money to pay the bills from the first event! And just did it on a whim and a prayer!'

'There still isn't any money to be made in this sport, essentially every company involved in making this sport what it is, is basically a

STUART KIRK: THE DON

"But don't ever take sides with anyone against the family again. Ever."

non-profit making organisation, but this year it's different. There is still no money in mountainboarding, but it's coming.

It took a lot of work to make sure we had funding, one of the things the ATBA is doing is calling through and eventually gaining contacts, were getting more stuff like the 0800 Reverse, it took a lot of work to be able to make sure we had funding to run it this year, but the 0800 Reverse was the icing on the cake that we didn't expect, but it took a lot of work and a lot of time, a lot of work.'

STUART ON FREE TIME

'Mountainboarding at the moment doesn't take up all of my time up, I still work for a living. This year however, I almost over did it and when the shop opened, I was almost dead! Working full time as the shop was kicking off and we were trying to broker sponsorship deals at exactly the same time, as well as other stuff.

Even now Diana runs the shop during the week, I go in after work and we're often in there until 11 or 12 at night trying to catch up with accounts and stuff. This year I have had no holidays from work to run events, I went snowboarding at Christmas, that's it! I am OK with that though. It has been worth it, and I can see things mellowing out now for a little while, until the trade side takes off.'

THE ATBA

It was during the process of running the first series that the ATBA started metamorphosing into a sort of committee, formed originally to organise NASS, as a discussion group. It was comprised of noSno, a few others, and a few owners of the centres that the events were being held at.

It wasn't elected, but not in such a way as to limit or discourage rider participation, just in a way that was necessary to get things done without the messiness of democracy invading too early, besides these were the people that were turning the idea into reality.

Stu: 'It is sheer hard work over the years that have made the ATBA the organisation that it is.'

Stuart grins, 'None of have actually been trained to be PR, none of us have been trained for any of the skills that we have needed to do this.'

Duncan Cleary, in attendance, states for the record: 'I can talk to printers; I can talk to printers in their language!'

Welly: 'Really?! We Can't!! I don't know any of the words!'

Duncan Cleary: 'Yeah, its like Latin!'

STUART ON THE ATBA

'As an ATBA committee member, especially if you're in the press department or anything else really, it's very time consuming. Myself, I almost over did it.

The ATBA will continue to grow... it's become an organic thing, beyond anything we could have expected.

We never thought 4 years ago that we would be sat here in a field, at 8 o'clock at night chilling out and having a beer, having put 260 people down a Boarder X track, that some of them, even many of them were riding at an international level.

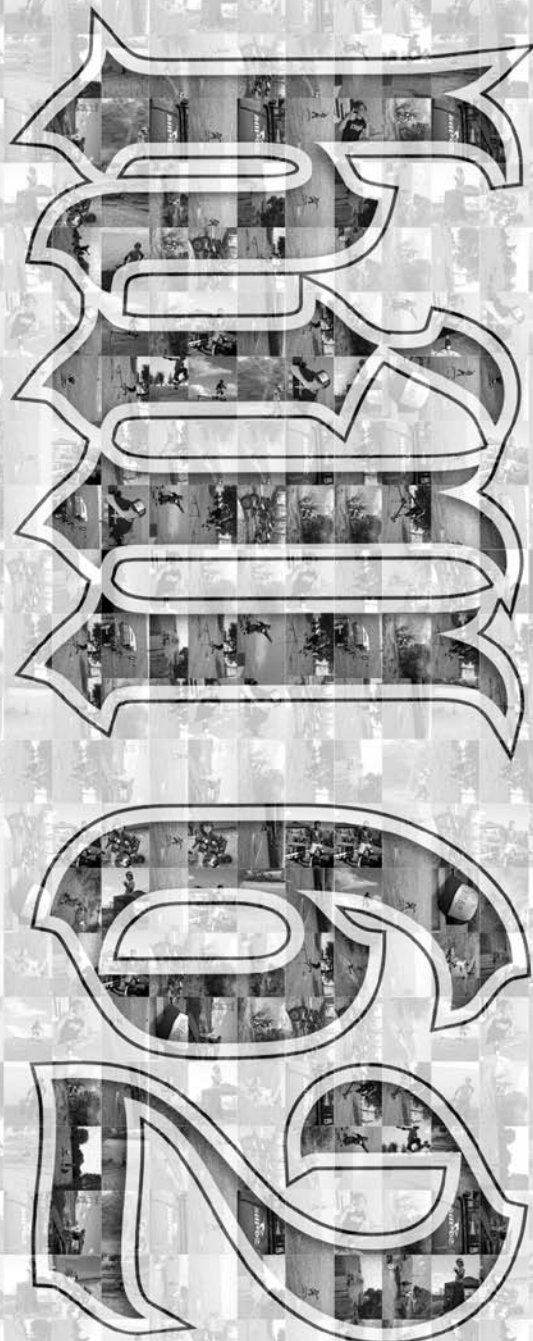
What we've done by trying to push people with events over the years is I think its grown peoples race craft, its pushed them, and thats why the UK is in many ways far in advance of the other countries out there.'

STUART ON THE ATBA AND TRADE

'The relationship between the ATBA and some aspects of trade have become strained, time and time again in committee meetings, it is the thing we keep coming up against. We need to be able to have an impartial link to trade.', he explains.

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STUART KIRK: THE DON

'It's something I have been working with and mentioning with some of the other shops, because its the only way I can ever see it working, is if a shop or a group of shops, head it. Like the key specialist mountainboard stores, of which there are only really a handful in the country, you see them at the trade stalls at the events.

They're the kind of people who are able to add benefit to the sport, they are business minded, they know what they want, and with them we can probably broker the deals, like we've done this year, to make the ATBA link not just with the riders, but with the trade as well.

It's never actually fully worked yet, but if I step out this way, I can still see an involvement with the ATBA, and help out as much as I can. It's the only way I can still see being a part of a riders committee without losing integrity because of the shop; my position is now compromised as I have a trade interest in the sport.

In addition, I need to be a bit selfish now, and say I have my own business that I'm trying to run and I aim to make that my living. I need to be able to put the effort in and do it properly.

I would like to stay involved in the ATBA, and you might still see me about helping with the events, because I have done a lot of work for it and I would like to still be around and help where I can, but there's no way that one person, as it is now, runs the ATBA or even stands close to running the ATBA.

Steve Birkbeck and Duncan Cleary are probably doing a lot more than they ever

thought they would be, I think they have learned an awful lot.'

The ATBA does seem, apart from one event this year, to be moving forward with the inertia of a steam train, now its going, I feel it will be difficult to stop.

STUART ON GETTING SPONSORSHIP. AND KEEPING IT.

'Rob Ray - Rob is a sponsorship specialist, before he did this for us he took a mountainboard round 200 hundred companies in London, cold calling them at head offices and following it up for months. Just on foot, walking into big business and going "this is wicked, you want to sponsor this!"

Trying to get a foot in the door to anywhere, and he only had about three or four warmish leads, 0800 Reverse was the one that came forward the first. They're really keen on supporting us. They're not after everything for ever, but we're keen to try and give them a much back as they can give us, and so we've been very happy with what's gone on this year.' The future.

So what is in store for Stuart in the future? Having decided to step down from the ATBA, Stuart now plans to use the expertise he has gained through setting up and running the UK ATBA to try and set up and run a trade arm of the ATBA, as an interface for the UK ATBA to work with. Properly. And the store, 'I know that the shop could be more productive, and its frustrating, but I just don't actually have the

time to make it all it can be yet, so I plan to divert more attention to the shop.'

Stuart is now also using his experience to teach people like Nat Reynolds, Joe Jones, Duncan Cleary and Steve Birkbeck how to run the ATBA because 'I feel that the ATBA should be a riders committee and not industry based.

I have made the decision that I want to be involved in trade and try and make a living off this sport and kiting and skateboarding and other stuff that's in the shop. After all, we have many fun toys! I keep getting told off for nicking the stock, but when you get six Lush longboards suddenly show up, you just have to take them out and see how each one of them rides!'

The question in the scene on everyone's lips is however 'Do you plan to come back and take part and ride in the events?'

Stu: 'I would if I could; I always liked the Maxtrack Classic. What I actually really like going out with the kids, and teaching people how to ride, one of our groups the other week and thoroughly enjoyed it. This group was like a thirty-year-old son, his girlfriend, and his Dad, who was sixty. The sixty-year-old dad actually beat his son! The son was most p*ssed off! I really like the teaching people side of it. I really enjoyed that.'

And that, folks, is Stuart Kirk. The godfather of mountainboarding in the UK. I'm just glad he's not leaving us entirely.

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MORE THAN JUST A SHOP - GET INVOLVED!

THE SCUZ ROAD TRIP

Road Trip. It's a cool term, and to me conjures up images of a film of the same name, a bunch of college kids driving across America in a borrowed school bus for the blind. Good film, we decided to do one too. Ours will be slightly different and contain less attractive females, less in amount that is, not necessarily in attractiveness! And dirtier. Much dirtier.

The quintessential Mountainboarding road trip check list.

One large nondescript transit type van.
One tent
One sleeping bag
Baby wipes
Riding gear and board.
First aid kit
Food
Beer
Photography equipment.
Map
Loads of other stuff that you tend to forget, but can pick up on the road at a push.
Friends – lots of

The best mountainboarding community in the world, and a lust for life.

Check.

Not too difficult really. It took around 1 month to organise. I have a friend who drives punk rock bands round on tour; bought a van for this purpose alone, and then landed a job sorting out an arts space venue for the government (not the kind of expenditure I would expect from neo-Labour but hey!).

'Dom... What's the chances of borrowing your van from 27th August until the 5th September?' 'Sure.' He says. That was easy enough.

On the phone to the surrounding scene 'Fancy a road trip? All round the UK... 9 days solid riding, taking in the last UK competition for the last weekend...?' 'YEAH!', repeatedly. And there we had it, the makings of an adventure.

Back at round 4 in Scotland, on the Sunday, the freestyle having been cancelled, everyone went off free-riding and with my ribs still in a delicate state, a long drive home to perform and Paul B's knee resembling that of Dennis the Menace, we were destined to miss out on some great fun; Adventura basically charging people just for the petrol money to get them

back up to the top of the hill.

After the last time up in Scotland which wasn't well organised, I was adamant that we were to get to ride the amazing terrain everyone knows Scotland is able to offer.

Duncan Cleary, of the ATBA, was the man to speak to and having agreed the dates and been given a rough insight into what we were going to be riding, we were suitably excited. First bit easy enough. Next stop, a team we had met and got on with at the comps, but due to whatever it is that seems to suck all our time away, been unable to visit. The Lake District's Team Bol X.

Luckily on the bank holiday, so everyone could come out and play. Monday sorted. Last weekend sorted. What to do on Tuesday, Wednesday and Thursday? Get in touch with Team BAD seemed the only solution.

Well, no that's not correct. It seemed the best solution regarding logistics, for spending as much time as possible riding, and as little time as possible in the van, driving between regions, and looking for spots to ride.

Not long after making contact, we had Tuesday sorted (with Ant Wilson and Tim Jones), Wednesday (the mighty Cleeve on the morning, and LA in the afternoon), and Thursday Bugs Boarding, and a possible trip to Swindon, to see Mr Kirk's palace of varieties, ATBShop.

Friday and the rest of the weekend, would obviously be the competition at Court farm. Sorted! Not always known for my skills in the organisation department, I was surprised when, upon our departure, everything seemed in order. So its time to...

MEET THE TEAM!

Andy W – Scuz editor, writer, trip organiser, driver, drinking and toking, gobsh*te.

Welly – Scuz editor, technical genius, master of injury, board snapping, drinking, sunburn.

Eric ze German – post fascism, cigarette smoking, videoing, pornography provision, general offensive humour, swearing.

Paul H – Videoing/driver, Australian accents, toking, shoulder dislocation, hilarity.

Paul B – Scuz advertising, driver, riding, rock n roll, Exit rider, all round sound chap.

Paul S – Team north, toking, riding, toking, riding, toking... you get the picture.

Brendan – photos, photos, speedwobble, haggis, caber tossing, burning in sun, ginger.

Chris Welsh – Scuz advertising, driver, skydiving, car jumping, leek eating.

intercourse with sheep.

Brodie – jazz cigarettes, cool name, organising riding around Leeds, academic, beginner with plenty of competence, husband, revenue thief.

FRIDAY EVENING

OK, Welsh Chris had forgotten to bring underwear, and hardly anyone had bought food before setting off, but apart from that, the drive up to Jamie and Lorna's in Edinburgh on the Friday was fairly routine if not a little on the slow side (8 people, 10 boards, goodness knows how much camping equipment, food and beer!) averaging 50/60 mph all the way.

Arriving around midnight, I felt sorry for the two hosts, having us lot piling into their house, made more for seating around 5 or 6 people rather than 9. Their dog's face was a picture, just looking up in a rather perplexed manner as person after person came into the front room carrying backpacks and lager!

Being the first night, it was a few drinks and off to bed, first proper days riding tomorrow!

SATURDAY

August hadn't been the kindest month as far as good weather goes. In fact August '04 was the wettest on record according to the MET for much of the UK and since around 1912 for the rest.

I had been apprehensive as to whether we would actually get much riding in, but when the day dawned bright on Saturday morning, we rose, ready for it, and got straight into the van to make tracks to Perthshire, for the first session of the trip. Urban Scotland I usually find intolerably bleak.

Rural Scotland conversely is breathtaking, awesome even; as those who went up to Scotland for the 4th round of the championships will testify.

The place we went to ride was no exception. Up in the Hills of Perthshire, Forestry Commission land, we had seen brief bits of Northern Face video, we had been told about it, but little prepares you for what were around 4 minute long free-rides... fast, but also fully chilled out. See page 36 for spot guides.

'The Van' as it shall now be known was being driven by Brian Smith (hero!) as around 15 riders piled in, all our lot, plus the main men of the day (a sunny day at that!! In

THE DIS-SCUZ-TIN' TOUR

Nine men. Nine days. One van. One shower. The Scuz road trip proved to be an epic tour of the best riding spots the UK has to offer. Words by **Andy W**. Photography by **Brendan** and **Welly**. Fantastic hospitality and hosting by the UK scene.



PAUL S AT THE HERMITAGE, SCOTLAND. FOUR MINUTE RIDES. CHUFFED AS.

Scotland!! On one of the wettest months on record!! If there is a God, he rides noSno, in Scotland!!) Allan and Lewis Gray, Dave McBean, Euan Smith, the lovely (exceptional even) Jamie and Lorna, and Ralph Cox. Let me at least attempt to set the scene a bit.

The sun is shining, and the birds are singing, the smells are of pine and woodland, there is little wind to speed you up or slow you down, and speed is controlled purely by the air pressure of the tyres.

Someone comes rattling past a half a mile per hour faster, and there's time for a quick discussion, 'what you riding mate?'

'Bout thirty seven... you?'

'Thirty five'

'Ah.'

And so it went. Timing it, it was about a 4 minute run, and about 5 back to the top in the van struggling in first gear all the way. On the way down the only testament to the length of the ride is cramp starts affecting my binding compressed feet approaching the quicker bottom section. Unable to resist, I arrange aromatic combustibles for the last run down.

Words can't really adequately describe, the video footage might, but a description is a poor second to proper first hand experience and judgement. I felt the freedom that only good novels about anarchist utopia's can



SCARED. DAVE MCBEAN RIDES WITHOUT BRAKES.

THE SCUZ ROAD TRIP

describe. I felt close to the earth like a hippy, and up in the clouds like a stoner.

I could tell by the faces of my travelling compadres they were in the same place mentally as me, not needing to talk, words being useless/unnecessary in the face of such beauty. Ah! Its nice being on holiday!

I would heartily recommend this particular area of Perthshire to anyone who is into riding, but I would also advise that if you want to do the run more than once, you will need a vehicle of some sort to take riders back up to the top, it's a long way otherwise, and steep. Is it worth going to Scotland for this spot alone? Easily. However with more in store, its off to a favourite (secret) place of Fraser and Alan, noSno free-riding loons.

The place we originally went to was in a rather poor condition, due to the amount of rain that had washed away the top soil and anything growing upon it, to reveal rock. With the wind blowing uphill it made for a slightly disappointing run, but other places in the same area soon got everyone up for it, freeriding through ferns and off drop offs, mostly riding blind, not knowing what was

coming. Alan and Dave were particularly fast, using their downhill pro's like a strimmer, removing or romping over anything.

Jamie found a nice run, starting slow with the carving, soon picking up a bit of speed, and doing 360's off the drops, the sun still shining and smiles all round.

Being too hot, and not fancying the first run, I de-padded and just relaxed and watched the rest take it in turns to get their kicks. Paul B pulling tweaked and stylish grabs, Brodie getting used to the terrain and starting to get airborne, Paul S toking and riding and ze German filming the lot, while being abusive to anyone who would listen.

Next it was off to a section of Costorphine hill, the mellow evening section recommended by the boys for a mellow evening session.

We rode till the sun went down and although there is more to Corstophine than we actually rode, it was a nice spot to wind down at and we took the opportunity to try and film some introductory bits for the film. Probably won't use them, but it was a laugh, Brodie having a hilarious looking stack, which probably will be used.

The end of the day upon us and after doing all the driving so far I was ready for the pub, but it wasn't to be, until we had been to sample the famous concrete of Livingstone skatepark.

I didn't quite have the right tools for the job, the Lush Kisiwa being a little on the large/long side. The rain which has started to come down also didn't help matters, but McFarlane made good by knocking a townie's ankle whilst on his noSno.

NB: The Scottish have a much better descriptive term for those who wear suitable clothing for the track (while being nowhere near one) and lashings of stylish Elizabeth Duke jewellery – N.E.D.s – Non Educated Delinquents. How very apt. Well done Scottish people. Well done Jamie.

After a bit of playing around, Duncan Cleary, who should have been with us riding all weekend (having arranged most of it for us) but couldn't, showed up with the very noSno beast previewed in last issue, looking very pleased with himself.

By that time the weather was gently encouraging us to leave (by pouring torrents of water over our concrete play park) which we did, grabbing a pizza on the way back and finally to my relief, a visit to the local tavern.

Pubs in Scotland are different to those in England. Its not something quantifiable I can put my finger on, but there is something, well, different about them. This one in particular, called the The Pentland View was a relaxed, suburban sort of retreat, with a mildly over enthusiastic barman.

I was a little put off, until it was explained the next day by Duncan that the man was probably so sick of the chatter offered by the locals (who were the very essence of 'local'), he was only too happy to converse with our increasingly fragrant bunch.

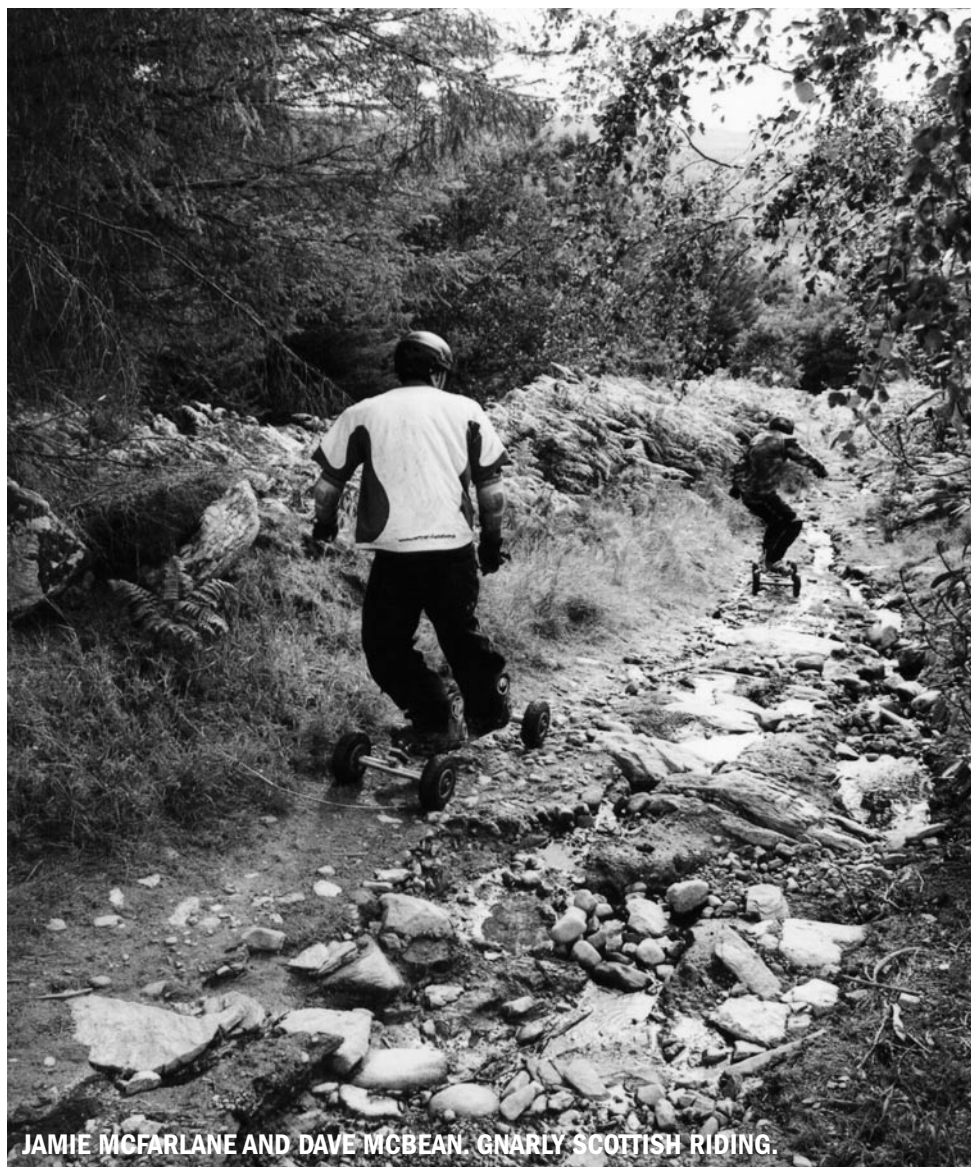
One punter in particular must be singled out for the poking of fun. **He stood around my height, 5'11" or thereabouts, but with short hair at the front, but a good foot and a half of mullet straggling greasily down the back of his brown leather bomber jacket. Not only this, but he had with him a miniature Jack Russell Terrier**

What a pair. No wonder the barman wanted to talk to us. He had us in stitches when he came over to collect glasses and asked 'Did you bring that rat in here?'

'No! Who does it belong to?'

'See that guy over there with the mullet?' A look of mirth spread across his face.

And so back to the house feeling relaxed and happy with our first day out of the way. Apart from Eric ze German taking Paul Butler



JAMIE MCFARLANE AND DAVE MCBEAN. GNARLY SCOTTISH RIDING.

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down on the first run of the day, we were entirely injury free as well. So far so good.

SUNDAY

A little later to rise Sunday morning (it is Sunday, and we're on holiday!), and its off to the Bings at Three Mile Town, via a petrol station which we very nearly didn't reach, thank god the route to it was downhill!

The Bings was a great place to ride. Unfortunately, the crazed slagheap was full of the motor-cross riders that probably discovered the place when we got there, and the weather decided to urinate on us repeatedly.

Welly had a good crack at it, but props go to Jamie, having some bloody sizeable drop offs nailed, and Alan was having a right time just booting it all over.

All too soon it was time to head for the next destination, but Duncan (I shall call him Mr Late from now on) arrived just in time to see us leaving before taking the beast up to the bings. Wish I could have seen that. Oh well.

And so that was Scotland. We hadn't even eaten haggis or tossed a caber. Slightly disappointed? Not really. Happy to be leaving? Not really. Looking forward to the next place? Too right!

The drive down to The Lake district to

ride with Team BOL X (Boarders of Lakeland Extreme) was uneventful. I wasn't driving and enjoyed taking the time to wind everyone up with the most ferocious music I could find, it went well with the weather which was carrying on like it had all summer (what summer?!). The boiling and angry looking clouds started to give way to a clear night as we neared Ulverston, much to our relief.

Two minutes at Markus's place while he sorted the BOL X mobile, and we were soon off to our final Lake District destination, Birkrig. I couldn't see very much when we got there, as it was dark, but a full moon lit up our sheltered little cubbyhole just enough to see it was a nice secluded spot, perfect for camping. We pitched with the help of JP's pick up headlights, and talk immediately turned to the problem of how to get to a pub.

The answer lay again in JP's pick up. Our first ride of the Lakes was a fairly interesting one. Take one heavy duty Mitsubishi pick-up truck, and add around 16 people. Three in the front, three on the roof of the cab, two hanging off each side, and another eight in the back.

The landlord looked a bit apprehensive as this vehicle laden with men pulled up, but once we got inside and it became clear there were no tracksuits or aggression, the man behind the bar relaxed; his kind but weathered face pale in contrast to a severely loud Hawaiian shirt. 'What times last orders,

mate?'

'Depends' he says grinning widely.

We duly lubricated ourselves, while amusing the rest of the patrons with our tales, they even let us watch some of the footage we had collected on the big TV.

The barman laughed heartily at a section of footage at Corstophine Hill, where Brodie pulled his quality comedy dismount.

Sufficiently relaxed, it was time to return to camp, start a fire and carry on drinking, we were after all on holiday.

MONDAY

The next morning was bright, but we weren't particularly early, or at least I wasn't particularly early!

Some of the BOL X crew were, and were having their homemade boarder x before I had even surfaced, 360's across the bigger jump, first thing in the morning.

I am more of an afternoon sort of person, and after a couple of minor stacks, decided I would wait until the hangover felt more like an asset than a deterrent.

Before I was allowed to do that though, Markus had plans for us (Markus is a star by the way. Expect his team to start getting some much better results in the next season), in

NEVER MIND THE BOLLOCKS

HERE'S THE

Team BOLX

calling all you funky rumpbumping, muppet strangling love puppets out there - that being anybody in the lake district/north west with a mountain board who would like to meet for some Sunday dirt surfing with other fellow mud monkeys, whether your male, female, young or should know better, call markus on 07790561019 or email on duggylolovebub@yahoo.com

our BOLX aren't that big yet but they're getting bigger as is our riding

come and have some fun with

BOARDERS OF LAKELAND EXTREME



BRETT OF TEAM BOLX. SWEET GRAB. WHAT'S WITH THE TONGUE??

the form of two quite mental road runs. The first started right up the top of the hill upon which we were camping, and was very fast indeed. I opted for the longboard, and was unable to scrub speed off on the grass, and had to brake a few times, Chris opted for the dirtsurfer and was about as fast as JP's van, which had to accelerate a number of time to pull away from him! As I slowed down it was great watching everyone hooning past on boards of various sizes and styles, everyone tanking it, have a right time.

Another more straight forward road run saw me chasing the van.

Man, this is the life!

It was then back to camp for lunch. While some of our crew decided that a nice pub lunch would be the way to go, I stayed with those who sacked it off, had a light lunch, a cup of tea and took a not so light doob over to where the riding was happening.

The sun had decided on this our third day to play the game, and shone down benevolently on proceedings, which were proceeding nicely!

Unfortunately two of their riders had to take off, as their bosses had some bank holiday slavery in store for them.

I felt relief that my own predicament looked rosier; smoke a doob, ride like crazy. You have to admit, its got a ring to it!



COVER STAR CHRIS ON THE RUNWAY

The combustibles had exactly the opposite effect to normal, and as I felt my cognition sharpen to a fine point and the over use of booze lethargy subside, I quickly changed into shorts, padded up and started riding like I had wanted to when I first woke up.

Birkrig has quite a few good spots. The homemade border-cross was first up to be sessioned. A nice area of common land, with grass mown short by rabbit teeth, and work done by boarders.

The course runs straight into a little dirt kicker, and then off to the left, picking up a bit more speed, over another little kicker, and then hard right, picking up more speed into a bigger gap jump. The gap was a little short, as with the ground hard from the rays beaming down splendidly, speed was not in short supply and the landing ramp was being cleared by about 5-7 foot. Lovely. Not exactly a UK ATBA standard boarder x course (unless you include Round 4) but for a home made job, a wicked little spot.

Markus (whose BOL X were broken after trying to hit Superbole's border-cross course from the top with 60 psi in the tires, ouch! Hope you're back at em soon) who is quite simply a star, should be well proud.

I can't wait to go back to Birkrig. But first, more road trip riding madness...

A good hours session of the homemade course and it was time for spot number two, as the riders who had lunched out returned

ready to ride, or film, depending on how much food had been eaten!

Spot number two was what really whet my appetite for the rest of the weeks riding (as if Scotland hadn't!). Further up the road on foot there is a wooded area, Seawood Forest.

I am a bit partial to wooded free rides, as are the rest of the North crew, having only a few places that offer this sort of terrain. The first run was not too fast, but quite technical in places, dodging tree stumps on tight corners, while ducking branches at the same time. Nice long runs as well, at least a quarter of an hour's walk back up to the top. Second run was a lot straighter and quite a lot faster, not the speeds we would reach later in the week but fast enough to have your mind start asking questions...'Do you know what's coming next Andy? Your eyes can't see it! You're going very fast!'

So fast in fact, we sustained our first injury of the road trip, or rather Welly did, or rather Welly's board did.

Flying down the track, some thing happened (he isn't sure what) Welly went board first into a tree, one leg either side of the trunk, right up to the Crown Jewels!

The crack as the board snapped against the tree could be heard throughout the rest of the woods. It was the sound of injury, of bones breaking. Birds starting squawking and flying off in protest, people came running just in time to catch Welly disentangling himself from the offending oak.

The footage is wicked, and we've nearly worn the tape out watching it.

Welly himself sustained not a scratch in the process as well which was lucky, and took to pointing cameras about for the rest of the day. There was a rest of the day.

After a few more runs in the woods, until we had the lines down to a tee, it was then time to hit the Runway. Not before a certain birthday boy was in for a bit of a 'treat'. Captain Cam of the mighty team BOL X turned 16 on that very day and kindly, Markus decided to make him a cake, using Cam himself as one of the main ingredients.

Under the auspice of having a group photo taken, we surrounded the unsuspecting lad, and made a grab for him. Out of nowhere came cameras, rolls of gaffer tape, and a rickety chair.

Once thoroughly restrained, Markus made some half-arsed attempt at being philosophical before getting down to the task at hand

'Cameron, today is a special day in your life... blah... blah... becoming a man... blah... mountainboarding... blah... RIGHT! Cam, you are to become your own birthday cake!'

With that a few bombs rained down, to

dousing the young mans fair locks in the slime of uncooked egg, followed by a full bag of flour, blowing everywhere in the wind 'Don't eat it all yourself, remember to give everyone a slice!' Followed by a tin of mushy peas.

I've never seen such squalid food preparation since watching everyone eat mouldy jam on toast round Steve Birkbeck's house about a year ago. If Markus offers to cook anything for you at any point in the future, be afraid, be VERY AFRAID!

We took a few photo's, and then everyone picked up poor Cameron who, it has to be said, looked nothing like a birthday cake, while he was still thoroughly taped into the chair, and threw him in a smelly and stagnant looking pool of water, which had helped decide the location of the operation.

Now normally under such conditions, had there been a parent or guardian about, you might wish for some kind of protection from this kind of unsanctioned aggression. Alas no... the whole time this was going on, Cam's Dad was not only in attendance, but was an enthusiastic proponent in this orgy of culinary madness, filming the lot from a safe distance. Good man!

It was then group photo time, before hitting 'The Runway' a straight-line run of

well-cropped grass, with a view from the top that is simply awesome, the peaks of the lakes district stretching away in the distance. The kind of place that makes you take a step back, and take stock of your existence, before hooning it down the hill with vigour! It just shoots straight down for about 500m, and would have been bordering on suicidally fast, had there not been an uphill breeze, which slowed proceedings a little. Good run though.

After day as full as this, you would have thought it time to start relaxing. Not yet!

As we de-padded, feeling the bliss that comes from the increased levels of endorphins associated with non-stop outdoor exercise, I was hoping to chill some and head for food.

Markus had other ideas (I believe they are called plans, now that I understand how to formulate them!) wanting to head to the beach at Barrow-in-Furness for kite boarding action. We met briefly with 'Gary the Kite', who very kindly lent us some power nylon, Paul H immediately jumping on a two metre job.

I have never taken much interest in kiting, although I used to like flying normal kites as a kid, but when we got down the beach and saw the size of and power behind the kites on offer (the wind was definitely blowing) I immediately saw the attraction. So did Paul H, strapping himself, harness and all into a



GAV CAUGHT DURING A LESS INSANE MOMENT

THE SCUZ ROAD TRIP

4 metre monster while Markus, Chris and Eric had races down the beach on their boards, using their coats as a kind of sail.

A young man called Gav (aka Batman) was absolutely flying on a Scrub Silver Reef, rolling through wet rippled patches of sand left by the receding tide, water and sand flying up from the wheels. It was a sight to behold (like so many on this trip already), made all the more magical by the ethereal quality of the sun setting over the water, and the wind working up loose sand and carrying it towards us across the beach.

We stayed until the sun dipped below the horizon, tired now, each of us savouring our thoughts and the memories collected that day.

Again that feeling washed over me, as I relit and stood solitary, looking out to the sea as the few wispy clouds trailing across the sky were turned electric pink in a way that would warrant taking the photo's of sunsets we always take, but that never are able to capture the moment as succinctly as it was in that time and space.

That feeling... I guess you could call it freedom, or at least the happiness derived from being free. How sad that this feeling should be available to the majority of human subjects so rarely. Oh well.

After a good watch of some footage at Markus' abode that evening once we had de-camped and driven back to Ulverston, it was bed time, and up early next morning for a long drive down to Dursley, and wooded free-ride.

Did you like our little story? We're going to do the soap-style cliff hanger ending... And that's all you're getting this issue. For part two, tune into the next exciting issue of Scuz mountainboarding zine!



SCUZ'S OWN ANDY W LOOKING CLEVER

GET CHALLENGED!



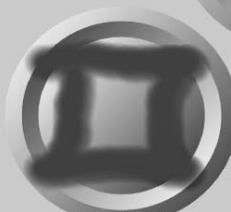
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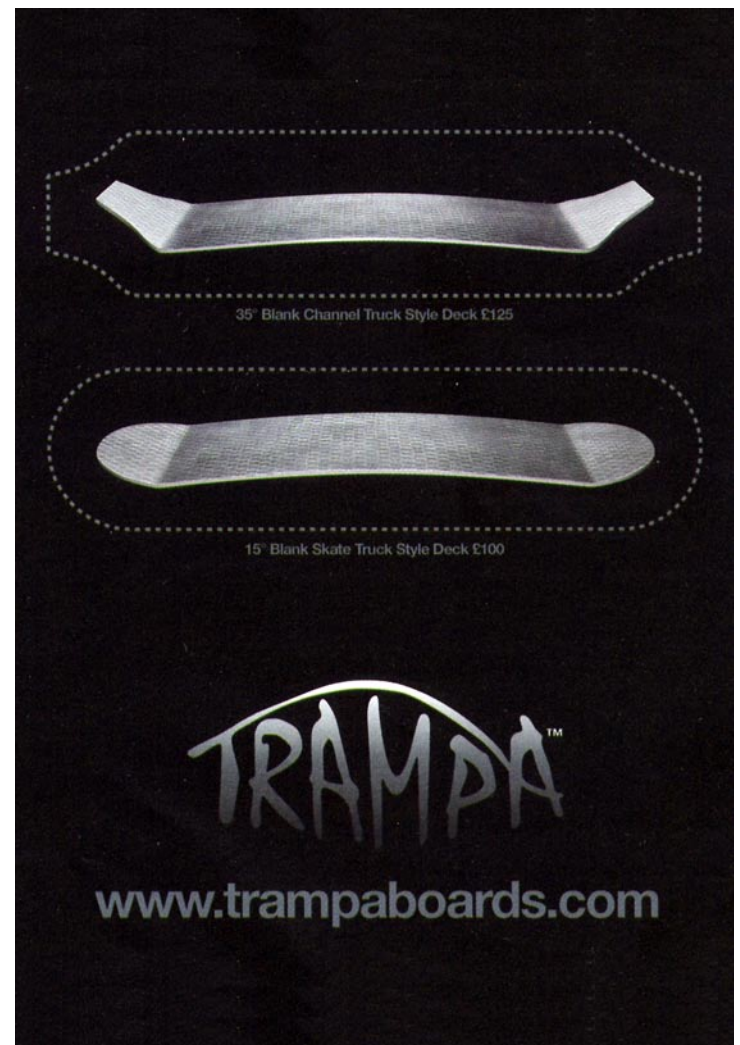


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ROUND 4

Always an eventful occasion, is the Scottish round. Usually rainy too; this year more than ever. Words by **Andy W.** Photography by **Paul B** and **Welly.**

Well, it has to be said, upon arrival, there was much bitching and unhappy faces. Air Fusion mountainboarding centre had, from what I can gather, misled the ATBA committee about the quality of its centre. The course was situated within eyeshot of the panoramic mountain views which characterise this region of the northern land, yet the course was neither sufficiently long nor steep.

Of course, plans had been in effect for an upgrade, but when the diggers rolled on site with just one week to go before the championships, and then the heavens opened, solidly, for around 140 hours before the competition starting date, work was behind.

Things don't always go to plan, and when the planning is inadequate, disaster strikes. It appeared disaster was going to strike, as rumours of cancellations circulated, but a

quick word with the ATBA council put matters to rest, with more riders turning up all the time, the show would go ahead.

Still suffering the injuries of the last round, my forte was to be Scuz man, and to help the ATBA, and get an insight into the organisational side of such an event, which is always interesting.

But first of all, as with any Friday arrivals, it was practise time, or at least it was practise time for the younger categories. While the riders over 16 sat it out complaining, the younger riders just got on with it, and looked to have fun. Good on 'em.

The course was still under construction late into the evening, when it became plain that the grading was insufficient to carry riders down the soggy course with enough speed to call it a race, despite the presence of well-shaped rollers, as they had not enough time

to settle and become solid.

So it was after a boozy (and rather chilly) night on camp, that the riders, some looking glum, and some looking hopeful, started to gear up, and run down the course. The fabrication of the start gate had been cancelled, to run the course from the existing run in, making it faster, but only around 30 seconds in length. Fastest times in the youth category coming from Josh Holcombe, James Sleigh, and Lester Shrimpton, whose white pants are unlikely ever to be the same again!

In the under 18's the pace was being set by the likes of Ig Wilkinson, then Jack Herniman upped the time, and Laurie Kaye were looking to be the fastest, the fastest being those managing to pull times of under 30 seconds.

The women's heats were even more closely



NOT QUITE THE DRAMATIC RACING OF OTHER ROUNDS, BUT RACING ALL THE SAME

fought, and although I was helping time the qualifiers I don't remember which girlie boarder got the best time (as I had started smoking by this time, after all, I only needed to concentrate on how well everyone else was doing, and on feeling well myself!), but it was good to see Scrub rider Rosie Wilson with her cast off, and back up racing. Nice one Rosie.

The Open class saw the fastest times coming from a man who is usually responsible for putting the pressure on Leon Robbins come freestyle time, Mr Alex Downie, and also the large wheels of noSno's Pete Tatham were helping keep the speed over the course.

In the masters it was J Davies setting the pace with around 28 seconds in his run, along with Mal Seward who was also romping down the course on his noSno with big wheels, as was local rider Dave McBean, whose demeanour improved drastically as the racing got underway.

Into the second heat of the qualifiers, efforts hampered by a continuous drizzle coming in from Gare Loch and a brisk wind now blowing up the course, riders were struggling to get over a roller in the middle of the course. The ATBA took the decision to put everyone through as qualified, in the hope the wind would drop for the finals. This helped improve everyone's spirits, as riders who frequently fail to get a shot at riding in the finals got their try, and with points to be

won for overall positions, and some of the better riders having decided to sack it off and go home, there was everything to race for. So race everyone did.

All the finals were actually exciting to watch, the wind had dropped for the finals, and while I was busy sorting out arm bands and calling the riders up to the plate, I did get to watch as race after race went down the course, riders soggy and covered in mud sliding all over due to the state of the track.

The conditions also made for some quite scary racing, which could have caused many more injuries than were actually sustained; one unlucky man did break a collar bone though, so a big shout to Andy from ATBSports. Hope you're riding again soon. More than a few races had to be re-run, to the annoyance of some, and the pleasure of others.

I guess it came down to luck more than skill on this particular course and because of this, the podium gave a few people who don't normally get to shine their shot at the limelight.

While the ATBA deserve some criticism for holding the event at the centre, their professionalism in running the event as well as possible under the conditions must be applauded. It was sheer enthusiasm and a refusal to succumb to conditions that made the event happen at all, on behalf of the riders and the ATBA. You just got to love this sport man!

I think at the end of the races, most riders were relieved to get changed, and the evening's entertainment was the best I have yet to see at an event; large vans having arrived with an internet café, and one which had the side removed to form a stage, on which a good range of rock and roll played. There weren't too many people watching the bands, which was a shame, but didn't reflect on the quality of the sounds, but entirely on the quality of the weather.

It made for a good laugh in the sheltered areas, where the likes of Team BAD and the ATBSports crew drank later into the night than might have been wise, but I think in the morning everyone was expecting the inevitable, as the rain had not let up the whole night, it would have meant riders swimming to the jump before attempting the trick.

It must have been a frustrating decision, but the correct one, to cancel the freestyle. However it has not been cancelled all together however, and will take place before you get to read this. The mighty Superbole centre in the north of England is to hold them at the next event. Let's hope the weathers better.



PETE TATHAM TAKING A HUGE LEAD

Tech: Bearings.

The interesting question of bearings often comes up; it's on the top ten list of "how to improve your speed questions". Or it should be but I doubt many riders care for it and would rather pump their tyres up instead. But it's a small thing that could make you go faster, if done well and properly.

All the boards that are manufactured around the world come with bearings, funny that eh? But do you know what standard they are? Might you expect the Scrub boards to come with a lower standard of bearing than

an MBS board. Well, I doubt it. I guess some people will say that the MBS boards are of a higher quality build and more expensive and therefore have better bearings than the other end of the mountainboard market, but how can this be proved?

As most bearings have just a measurement on them and not a manufactures mark of standard or quality, you could put a collection of new straight-out-of-the-package mountainboards together and test the theory, by spinning the wheels and see which wheel on which board spins for the longest. (But

please keep in mind the size of the tyre, weight of the tyre and more importantly the fact that nobody can spin the wheels at the same speed twice or with both hands accurately enough to measure this idea) To carry on with the bearing question. There are, of course, two sizes of bearing used in the sport of mountainboarding. Those that fit the skate trucks and those that fit channel trucks. Skaters have been used to the bearing questions, and you'll find many people with different approaches to the question in the world of skateboarding. Just

check out any high/back street skate shop and you'll find they will sell about 5 to 10 'skate' manufactured types of bearings, and even different qualities. ABEC 3 / 5 / 9, (ABEC stands for Annular Bearing Engineering Committee of the AFBMA - Anti-Friction Bearing Manufacturers Association Inc). The ABEC grades of bearings are a set of standards for the manufacturing tolerances of bearings. All quality manufacturers around the world manufacture to at least ABEC 1 standard.

For years, ABEC ratings have been used

to describe the perfection of most machined bearings, grading the smoothness of polish. The higher the ABEC rating, the less rolling resistance. An ABEC 7 should roll faster than an ABEC 5 by the same vendor. In addition, the higher the rating the softer the metal becomes and the quicker it wears. Each vendor of ABEC-rated bearings has their own manufacturing process, without an overall assembly rating. Also into this is the bearing internal casing; are the balls kept in a metal or plastic casing? Hopefully all the mountainboard bearing casing's should be



plastic as even the bearings take the shock a board gets during a riding session and the plastic takes a bit of the shock away from the balls themselves.

With these two sizes there is another question to be asked. Will the size become a factor with the speed? Would a tight packed smaller spaced bearing (i.e.: the skate size) spin quite as well as one with more space? Overall in mountainboarding more people are using the channel trucks and therefore using the larger sized bearing, so it's hard to tell if a skate bearing is going to be a benefit to you

to going faster.

Another quick factor for you is the load rating. Some of these bearings are manufactured with a load weight involved, but does it have a factor when coming down to our little body weight? A larger rider will put a bigger stress load onto a bearing than a lighter rider and therefore cause the bearing to work harder, but does it affect the speed?

As pricing goes on this bearing issue, there are several well known shops/sites that sell bearings for £10.00, however are these the 'standard' ones. Like those that came with

the original board set-up? You were once able, and I guess if you ask them nicely, still able to buy better bearings from noSno. I think I remember they were expensive, and also remember seeing a Pete Tatham interview saying that he had his 'race' bearings in. But would these 'race' bearings make any difference to the speed your board produces. You could say to the bearing question would a F1 car go slower if it had standard bearings in? After the entire engine would produce the same speed, but would the bearings take the strain.

This also applies to the mountainboard in different ways. Would the likes of Leon Robbins just take a new set of rockstars with the standard bearings and put them on his board and do as well as he would normally do? I imagine he would. As for a mid table rider, if they were to get the super fast bearings, would they benefit if he didn't have the right racing technique to ride a course, or worse crash because he wasn't use to going so fast!

If you are still riding around with the skate trucks you could check out the full range of

bearings and also expect to pay a high price for the good bearings.

Bearings are meant to be kept clean, free of dirt and anything that can inhibit the rolling nature of the ball bearing and its casing, by keeping your bearings in a sweet state means if you do invest in the expensive bearings you'll keep them for longer. But where are mountainboards ridden... on dirt! To make it worse, mountainboards are ridden on all types of terrain, the two worst dirt ones being the fine dust and the wet muddy dirt. The fine dirt can easily penetrate the bearing and bind

the bearing up, while the wet muddy dirt, as you might, expect creates corrosion by water if not looked after.

But bearings can be cleaned. Now how many riders do you know do that? Bearings are either serviceable or non-serviceable. Serviceable bearings have a metal shield with a removable ring, or have a plastic/rubber style removable capping. The bearing sides or capping has little to do with the speed of the bearing, however the better sides or capping your bearing has the better it will be at keeping out all that dirt, grime or

water. Bearings with removable capping may be opened and cleaned. Cleaning involves using an agent to remove the old lubricant and accumulated contamination, rinsing and drying the parts, and re-lubricating and putting back together. Non-serviceable bearings that have a metal shield. These need only be wiped off with a clean, dry cloth. One 'mistake' some riders can make is 'cleaning' the bearing while dirty (and leaving the entire bearing on the wheel hub attached to the board) by squirting WD40 or some other lubricant onto the bearing. A lubricant used

on the outside of a bearing will only attract more dust and grime. This can make you bearings worse over time and ok, might solve the dirt problem if oil gets into the bearing and help the spinning nature of the bearing for the day, but its not really helping in the long term. Some types of lubricant product do not offer any protection once the liquid lubricant has been fully expelled from the bearing, whereas some lubricants can leave a bonded dry PTFE lubricant.

If you look around in the skate market place, you'll find several cleaning products. One

product a mountainboard company produced and haven't, I don't believe yet commercially, sold is citrus bearing cleaner. It sounds like a drink but it's a fruit ball wash! It's also earth friendly, quick drying and leaves no residue. Again, the same mountainboarding company as above thought about and haven't yet to my knowledge produced it, but they came up with a lithium grease injector, a grease cartridge and injector. Great idea and would work but they haven't run with the idea... yet.

Don't forget bearings do wear out, after

all your riding metal balls on a metal outer casing, you can get ceramic balls in skating but after a time the metal balls can start going a little out of shape. Even worse if you were to get a ball stuck in your bearing, it will wear a flat spot. Another note of interest is stainless steel bearings are advantageous if you are riding in wet conditions or close to the sea. They will rust (they are a high carbon content stainless steel), but they won't rust as quickly as Chrome Steel bearings.

Another cocktail for your bearings is speed lube or cream. Skaters already use it. If it



works or not will be down to your thinking, but if your looking for those extra seconds, everything mentioned so far will be of interest to you.

So to sum up here, the attributes of a bearing that affect its speed are many and varied, but the most important features that would affect the performance in an application are:

- Lubricant type and quality. Heavier lubricants, such as grease, for longer life. Lighter lubricants, such as oils, for freer running.

- Quality of the bearing steel. Bad quality steels can fail very quickly.

- Manufacturing quality control and cleanliness.

The best way to ensure that you get a good bearing is to stick to the well-known bearing manufacturers, if you know who they are, and by this we do not necessarily mean, "well known mountainboarding brand names".

Beware of sales pitches that use technical

sounding terms. You will often find that the more technical jargon that a sales pitch contains, the less meaningful it will be. If you don't fully understand the jargon, do not assume that it must mean something good.

Beware of sales pitches using excessive positive words, which are really not measurable facts. Look out for words like "super", "mega", "turbo", "extra", "high-tech", "improved", "heavy duty". Most of these words could be used to describe just about anything, because they are not measurable. A computer is "super fast" compared to an

abacus. A snail is "heavy duty" compared to a slug. Is "super hardened steel" kingpin really any different to "hardened steel"?

My advice is to get out take those bearing apart and clean them, care for them, grease them up, coat them in nice oil or even research the subject. Find the bearing companies and invest in ones that might cost only that little bit more than the one you currently have. It might make all the difference.

2004 ATBA UK CHAMPIONSHIPS - ROUND 5

Here we are again, another UK comp, and the threat of good weather this time, in the North as well! Scuz's local centre is the Ride the Hill Superbole centre, and while still 2 hours away (as opposed to 4+), what a centre it is.

Reviewed as a spot guide belatedly in the last issue, the centre – as previously discussed is easily one of the best in the UK, never mind the North (read best!) of the UK. The free stylers, which didn't get to showcase their skills up in Scotland, will surely be happy at the layout before them. I think OTG rider James Sleigh was certainly happy – the only back flipper in his age category, and a slightly built young man at that – he used the impressive freestyle section of the centre to completely wipe the floor with his not inexperienced competitors... but I'm getting ahead of myself.

Due to a still weak pair of ribs, the downhill part of the competition was a no-go for me, and so I got to indulge my journalistic passion for going on about riding. And so I will. Arriving mid day on the Saturday, with box upon box of issue 5, the under 14's

ONE OF THE HEATS THAT REALLY STUCK OUT WAS THE GIRLS' HEAT, FEATURING JOS KIRKMAN. DESPITE NARROWLY MISSING OUT ON A PODIUM POSITION, THAT HAS TO BE ONE OF THE FASTEST I HAVE SEEN THE FAIRER SEX RACE

were underway, and luckily for us, our main photograph tech had decided to come down and have a crack at showing Welly up in the photo taking department. Comments about the photographs and any queries, fire them at brendan@scuz.info.

I also had friends down for the weekend, their first introduction to mountainboarding. It's interesting to try and get a perception of what those outside the sport think, and so I invited them down to camp and watch for

the weekend, and half expecting there to be 50 people all patting each other on the back for doing stuff that would be unimpressive to watch, they were surprised by the scale of the event (around 150 risers competing in the downhill alone) and the insane skills of the some of the riders.

The weather had been playing this summer's usual tune all through the week, and I was feeling the nervous anticipation about the weather as I had been before the Scuz social earlier in the year. However the anxiety was wholly unnecessary. As we arrived on site, the sun was blazing and it was a sweat fest indeed to get the tent up, and carry the zines out to where our man, Paul B, was waving his flags at the riders. Not a union jack, but a yellow or a red. Not given to overt displays of patriotism, Paul was merely acting as steward, giving the racing a miss in anticipation of the impending Scuz road trip.

The faces look a lot happier at this round, and the course is suitably intense. I shall describe it again briefly for those not in receipt of our last issue.

The start gate drops straight into five rollers, one after another, and as the course goes down the hill, the rollers get bigger. A few people were having difficulties with this section of the course, which had been under review, the last roller being an enormous pain in the testicles, as Lake District extreme rider (and founder? - ed), Marcus, will testify. Then along a straight, step up table top, then a series of small step downs, into a mellow bermed left hander, over a table top where a lot of the overtaking and undertaking action went on. Dropping away steeply to the right after the table top, into by far the fastest part of the course, over another little table top, and into the left hander of doom – a steep very fast toe side turn for the goofy riders; a nice snowboard style slide round for the regular riders. The three sections of the course where the race was won or lost were the rollers at the top, the tabletop before the drop, and that last left-hander.

The heats were cracking to watch, never mind the finals. One of the heats that really stuck out was the girls' heat, featuring Jos

Kirkman. Despite narrowly missing out on a podium position, that has to be one of the fastest I have seen the fairer sex race.

Despite the technicality of the first rollers there were very few injuries, which made the

IN THE UNDER 18s, CAN YOU GUESS WHO WON IT? NOT A PARTICULARLY DIFFICULT JOB, ALTHOUGH THE RACE WAS VERY CLOSE.

Ride The Hill crew happy. Although check the back end of this issue for a nice lump on Mr Herriott's arm, courtesy of a downhill altercation with his brother!

Another American visitor was also exciting the crowd, beating his World number one MBS rider brother in the heats, very close racing by both the Robbins brothers.

In the Under 14 finals then, unusually Josh Holcombe was knocked off the top spot by Alex Morgan who had a great day, as did the off-white pants of Mr Shrimpton, coming a close third behind Luke Green. A disappointed young man after this session must be Chad Harding, who qualified with the fastest time, but only managed 5th overall. These things happen. In fact the same thing happened with Austin Robbins, who qualified first all the way, only to be beaten at the end by Leon.

In the under 18s, can you guess who won it? Not a particularly difficult job, although the race was very close. A great picture in my minds eye from that final is Tom Kirkman and Renny Miles coming flying over the step up table top together, neck and neck, with Tom taking the smoother, faster outside line on the easy lefthander, and Renny – yellow rock climbing helmet at a jaunty angle, big grin across his face trying to sneak the [slower, grassed over] inside line past Tom. Unfortunately the lost speed cost him, and the two were closely followed by Ig Wilkinson, who has shown to be a thoroughly solid contender for Exit boards this year, and Tom Haycock. I believe there was very little time

ROUND 5

Bolesworth Estate provided a fantastic setting for Round 5 of the Brits. After the disappointing Scottish round, as least riding-wise, everyone was firing on all cylinders and Scuz was on site to report. Words by **Andy W**. Photography by **Brendan Walker** and **Welly**.



HOW TWEAKED?!



THESE KIDS JUST GET BETTER AND BETTER



BOLESWORTH. QUICK, DRY AND DUSTY.

different between the Open and Under 18 categories again in this event, for different reasons than at the last event however.

The Open event saw a return to form for Pete Tatham, practically sandwiched between the two Americans at the start of the race, chasing them like a hunting dog at the end, followed closely by the speeding pudding that is Chris Mcarthy. The first mountainboarder I ever had the opportunity to ride with also bagged himself a good solid top ten place. Congratulations to Leon Dove on 6th place, the smelly bearded hippy that he is (please don't hit me Leon, I'm just joking!!). Mr Matt Dutson was also having a rather good day, so well done to him, missing the podium by just one short place. So near yet so far. Well done y'all.

While I was mooching round drinking heavily (which I tend to do when I am not competing in the event – goodness knows how I write these things up!) I was accosted by a rather annoyed Nikki Forecast, who said that in a previous write up, I had gotten the results wrong, and had written that Sacha Bush had got a position, when in fact young Miss Forecast had been the rider (while I am sure any mountainboarding male could be forgiven for dwelling on thoughts of Sacha, I am supposed to have integrity dammit!!!). Miss Forecast, I apologise, and hope you will accept my apologies - I will from now on pay more attention to ALL the female mountainboarders (my fiancé's going to love this!) while trying not to appear like an adolescent schoolboy with a crush on his teacher ('please miss, can I?!')

THE MASTERS ARE GETTING MUCH MORE COMPETITIVE THIS YEAR AS WELL... BRISTOL'S OWN EXTREME-PENSIONER MR BIRKBECK WINNING HIS HEAT.

In the girls' heats, the competition is very tight. Women are SO competitive! The fastest riders won it though. Natalie Reynolds qualified first, and won the competition, without doubt deserving the win, closely followed by her nemesis 'Dipsy' Diana Shepherdson, it was very close racing, with some wider and hence costly lines being taken out of the last tight left hander, riders being thrown to the right, off the track and onto the grass, the turn to come back into towards the track and finish line losing valuable hundredths of a second. Kerry Whitford took the third, and Jos Kirkman (what does that family feed their kids? I want some!), who may have had some trouble with the rollers at the top, 4th.

The Masters are getting much more competitive this year as well. I got a great photo of Bristol's own extreme-pensioner Mr Birkbeck (check the Scuz site for extreme pensioner in the riders gallery!) winning his heat. But it has to be said, he didn't deserve

to win the final, sketching out into a slide after the last bend, the sketchy Berk-beck! The rider behind was Matt Ship who didn't quite clean up round the corner as I'm sure he might have liked. But again, that's how it goes sometimes. Dave McBean was happy with third, and looked like he might have done a bit better if it wasn't for the traffic on the course. All in all a well run race. I believe Scott 'the leg biter' Leadbitter had a bit of an incident at rollers at the top, which slowed down his progress, but at the level of riding the UK is currently at, congrats must go out to anyone in the top ten, never mind getting into the finals. Good stuff to watch, even our lass was impressed!

The freestyle that took part after the boarder cross was another fine example of UK riding; I think James Sleigh should change his name to back flip. James absolutely wiped the floor with his competitors in the Under 14 freestyle. I know what he's been eating! Bomb Squad training sessions with Leon Robbins, seems to have paid off! James' best two tricks earned him 92 points, next was Pascoe Kelly-Sinclair and Tuai Lovejoy with 58 and 53 respectively. Respect to all the younger riders, some of whom are putting other age classes to shame. But mad props must go to James, the best man on the day; although I'm sure he won't be the only one pulling back flips next time.

In the Under 18s... whats the point? Can you guess who it is yet? Well, yes you were right; once again it was Tom Kirkman (if this sounds like I begrudge Tom the win... I don't, he very much deserved it, I'm just jealous!), huge 540 grabbed jumps, big big back flips. Not bad. Bieran Stelzer Martlew, while not winning, was a crowd pleasing man, taking a leaf out of Mr Downie's book; throwing hefty front flips over the top of the tabletop at the centre, but couldn't quite get his landings down, explaining his lack of a higher placing. All the men in the top 10 or 11 in this category were truly ripping; it may have been a better spectacle than the open category, as when you get to my age (younger than Birkbeck!). It had been a long day for the competitors to be walking round in their gear with the sun belting down onto everyone, and the main freestyle event being held tomorrow I think some of the open riders were saving themselves.

It didn't stop there being some pretty incredible riding though, as the photo's here (cheers Brendan!) and on the site (cheers Brendan!) will show. The only thing with this comp was it was supposed to be the re-run of the Scottish freestyle that never was, and because the Scottish freestyle consisted of one jump only, the competitors were also only allowed to use the main table top, and not the rest of the slope-style type course, which consisted on all manner of rails, a variety of different lines into the main bowl, the quarter pipe ramp at the end, and various little rails, rainbow rails and all manner of niceties.

The evenings entertainment started shortly afterwards, and consisted of ska, which I don't particularly deal well with, but I will say that Skankt, the band that played, were tight. So tight they were in danger of being beaten by a bunch of ska crazed mountain boarders when they were about to walk off stage, and were under pressure to play a few more, to keep the crowd pleased, and by all accounts the pit was a fairly energetic affair. Which is mint because it meant everyone was having a right one.

And so, I did awake on the morning of the 15th August, but it was a while before I felt like moving. Actually to say I felt like moving is somewhat inaccurate, a combination of sauna-tent and arid extra dry-mouth forced me to abandon my completely p*ssed other half, who had been unceremoniously thrown into the tent (much to my complete annoyance I was later told) after passing out with her head first in the fire and after being moved from the fire then in some stale dung of one sort or another that was lurking nearby.

After my heroic Scuz compadre, Paul B, had used his equipment and not inconsiderable skills to turn my dog's bottom back into a mouth with that great British institution, the Cup of Tea. It was time to head up and register, stoked but nervous; my first days riding since that fateful day at OTG, round three.

The sun fully out and shining; many riders looked fatigued from the previous day, but



2004 ATBA UK CHAMPIONSHIPS - ROUND 5

many more looked 'fatigued' from the previous evening. Looking at the state of everyone, you wouldn't have believed the insanity that was to follow.

So first up, after a bit of practise and a bit of sweating was the under 14's, and guess what? James Sleight got the back-flips out, and completely cleaned up again, with first place. Some of the other young guys did well, pulling fairly big styled grabs, and I saw a couple of backside 360's with some good height as well. I am looking forward to the next (and, sadly the final 0800 Reverse) ATBA champs this year to see if anyone is going to step up and challenge James.

So straight into the under 18s, every bit as professional and spectacular as the Open, it is these men who are going to be the future faces of mountain boarding; some extremely technical and slick looking freestyle dirt boarding indeed. Gaz from Lard ASS was close with back-flips, I believe his first attempt in a UK competition. Bieran Stelter Martlew got his huge front flip landed. Tom Kirkman and Laurie Barns both went enormous with big 5's, Renny Smyles got his style out, it was pretty damn incredible, and it was also funny standing near the run into the bowl watching the likes of Leon Robbins and Alex Downie and the other heavyweight of the masters freestyle kind of gawp at the younger riders, 'is that what we're up against?! Sh*t!'

The photos will say better what I am trying to convey, but you can't tell what the

atmosphere or the summer day was like from the black and white photos, but it was at least as quality an atmosphere as Out to Grass (says me! Who was properly concussed and out of it at round three).

And then it was the turn of the Open and Masters Categories. The Masters was a completely team BAD affair, which will please Steve, who joined fellow BAD ass Matt Ship on the podium, Birkbeck winning after taking unusual and technical lines involving rails, and Matt Ship procuring second with nice big 360's. Mr Poole's trademark suitcase was about as grabbed and tweaked as a suitcase can be. I am starting to dislike Team BAD. They are too talented and too well organised, if I wasn't about to join them in the next year or so, a sabotage operation would definitely be on the cards!

The Open however, was open to all who could step up to the mentalism, as I may have already mentioned, during the practise even the Mighty Robbins looked to have over medicated the night before, and wasn't concentrating as much as usual. He wasn't alone. My 'early' night the night before had not really improved the quality of my cognitive functionality. During the practise, I spent as much time sweating the previous evenings red wine out rather than styling it up.

Who rocked? Damn near everyone. The whole of the top 12 or so was very hard fought. Tim Jones was the unlucky one, perfect back-flips and barrel rolls losing out

in the landings. Paul Turner scoring high with interesting lines (just goes to show, using all of the available obstacles can score higher than concentrating on one big trick), Matt Gaydon also coming up with interesting lines. Nathan Jenkins was styling it up big time, as was Matt Dutson, getting the back flips out. Tim Paddock was happy being unlimited all over the rails, the set up at Bolesworth really suiting the tool designed by its rider.

The first second and third paces were unusually hard fought, a rider goes big, the next bigger, the next madder and so on. By the second run, Alex Downie was front flipping hips, only to ride into the quarter and back flip out of the top, I believe a first in a UK comp, Leon Robbins pulled off err.... I don't know, it was either a switch rodeo, or a corked 720, but after mentioning how sketchy he felt (and looked) earlier on, it was some feat of riding. He basically went up, coiling up in the run in, releasing the energy right out the top of the table, and started to spin, It looked so strange I thought 'He's had it here!', spinning way off axis, all the time looking over his shoulder, f*ck knows what at, but eventually starting to straighten out. It still looked so mad; I thought he had made a grave miscalculation. Not so. As the legs and board started to come out the rotation slowed, the axis changed, and suddenly four wheels hit the dirt, past the bottom of the table top. Immense. On another run, after a rather large trick over the table top, he boosted a massive 360 out of the quarter at the end. Nice. Not to be outdone (although he was a bit outdone in the end) the mighty Pudding threw a crazy front flip over the hip next to the table, putting a turn into it as well, to come riding out fakie. Proper Tech. Alex finished with another bash over the hip with a back flip this time, and another back flip out the quarter.

It seems the under 18's still have a way to go, but not much of a way.

Good lord what a weekend!! More! MORE!!!

We will be arriving at the next competition after being on the road for a week or so which should be interesting, and I can't wait to see the riders competing at this level again, I think we will be having more visitors from the states when word gets back, maybe some of our riders going over there, as their scene has apparently made some significant developments.

Prize giving was the usual chilled out way to end the session; it's a shame when people have to leave before it, if nothing else it is good closure to this sort of weekend. Not that it was closure I wanted, it was more riding!!

Bring on the next session!



2004 ATBA UK CHAMPIONSHIPS - ROUND 6

Already in the area, we arrived mid afternoon on the Friday to find practise well under way down a particularly gnarly looking course. Already battered and bruised after a week on the road riding all over the UK, the weekend was our Holiday part of the holiday.

The sun was shining, the riders were sweating, and everyone's pads were stinking.

It was going to be a good end to the years UK championships (with the exception of round 4), probably the biggest and best competitive season the UK has seen so far, proven by the fact that the US riders aren't so far out in front this year, or getting times that are way beyond what the top UK riders are achieving.

Court Farm is a cracking centre. The boarder cross is a nutters only affair, so much so the under 14s were starting their races from part of the 2003 course.

At the top of a very steep hill, the start gates sit above a clay chute cut into the hillside, meandering its way steeply down the hill, the same way train tracks or roads make their way of the side of mountain ranges such as the Himalayas.

about in it a bit later!

The atmosphere as the sun started setting was great, the beginning of the end, the last UK championship for the season, although not the end of the season yet by a long shot.

The evening being darker quicker than at other comps indicating the end of the season, even if the weather (for once this year) wasn't. The sunset was gorgeous, the smells of cooking and camping, the sounds of happy people children playing, it might have been my frame of mind, but the sense of urgency which often precedes the rest of the UK comps didn't seem so prevalent this time.

Saturday, I dawned as bright as was possible (like I said - on holiday), the previous two nights one of my bigger scabs was leaking disgusting lymph fluid all over my sleeping bag, but yesterdays sun had dried me up good, and I had slept soundly, with minimum dampness, and was soon up at my post on the edge of the second berm.

Never a patriot, strangely I find myself with two flags to wave at the passing riders, neither being the union jack I have no resulting moral turmoil, and as the sun beats down on the

Good stuff.

Although it should have taken a lot longer, it didn't really, everyone fair whizzing down the course, with the minimum of injuries. Again all good.

With the day hotting up, the racing started hotting up equivalently as we go into the Under 14 qualifiers.

The young men on this course were having it big-time, riding every bit as hardcore as the older classes, and I think some of the lads were slightly disappointed to be riding the course from the slightly lower access point where the 2003 course intersected this years. However Mr Shrimpton, (strangely riding in pants that weren't white for a change!) finally got his first win of the season, storming down the course, to take 3rd overall this season. Well done mate.

In fact, even in this age range it looks to be becoming increasingly difficult to get into the finals, the semi final riders really battling their way down.

In the under 18 category the racing was as spectacular as you would expect, with riders like Bieran Stelzer Martlew, Renny Myles and the bomber, Mr Morrison not having to contend with the likes of Mr Kirkman (who appeared

ROUND 6

The final round of the Brits was held at Court Farm, on a course that absolutely took no prisoners. Scuz had just finished their road trip, so not much competing was to be had by our guys. However, our man on the spot, flag in hand, **Andy W** was in perfect place to view the proceedings. Photography, as usual, by **Brendan** and **Welly**.

There is no time to rest on this course. It is as fast as Wiley Coyote chasing Road Runner; every bit as crazy and follows a feature-berm-feature-berm-feature-berm-feature-bye! - sort of format

The best riders were getting down the course in a blistering 28 seconds or so. I looked at it with some apprehension despite being too scabby and too knackered to consider riding. The weekend was a good one like that. Some of the riders who knew they had done enough that season to get podium places had a rest, (Kirkman, for one, enjoying a well deserved chill out after a particularly busy season) just enjoying the watching the riding and soaking up the rays, which were out in full effect for this weekend.

This was the first time I had been to a comp with a water jump. There were children having a whale of a time swimming about in it all weekend. There would be riders floating

riders meeting at the top of the hill, for the second time this year, I too am steward (or is it steward?), with a prime spot for watching the days events. It's a shame I had knacked myself, as the course looked really good fun, if not a little awesome.

So, with the course not being as wide as some of the other four man courses available this season, it was decided qualifiers would run as two man, and the finals would run as four man. The two-man style qualifiers were good, one rider hanging back on the first run, to give the other guy a clean run at it changing over in the second heat.

In a way this was the fairest qualifying selection I had seen, each man got his shot at the empty course, it was down to him and him alone whether or not he qualified, rather than whether or not he could get past the rider who stacked it straight out the gates, and still produce a convincing top 32 time.

to be thoroughly happy not competing) there was if anything more to fight for than usual, the under 18's racing reflected this, and certainly the last few races, even the quarters and the semi's had some seriously high standards of racing. International level riding at its most exciting.

Sometimes when I write these pieces I worry about being longwinded, and try and pick out the most significant and noteworthy parts of these events. It's not easy, when in nearly every race I am able to watch, which is all of them when you've knacked yourself and aren't racing, instead waving flags at the passing riders like some stupid patriotic war merchant.

So then it was the turn of the ladies. I always love watching this bit, **the foisty smell of girl pads at the top of the course, the lovely and**



BEIRAN STELZER-MARTLEW AIRING THE DOUBLES



NAT REYNOLDS RIDING HARD

delectable women in our sport

, all padded up, gleam in eye, focused looks from full face helmets. A note to the manufacturers, when are we going to see some shocking pink full face lids? Not for the women, for me. I digress, for a change...

The ladies had actually been asked if they would consider riding the course from the same place as the under 14's (you had to be there, this course was just nutty, I regard myself as a reasonable rider, and it had me thinking!), but they were like, 'No way!! If the blokes are going from there, so are we.'

Fair play. Who was having it and who was not? Poor Miss Bobbi Dibben looked to be struggling a bit down the course and couldn't quite dial it in, but looked to be enjoying herself anyway, but the usual ladies were having it, Jos Kirkman and Sacha Bush belting down the course, dust flying Diana Shephardson had some good races, coming third on the day, but walking away with the overall female downhill title. Proper good. I like girls me.

And so on with the Open and the Masters. I think with it being the end of the season the top end riders decided to give the spectators (who were quite numerous for this event) a bit of a spectacle. Not much more of a spectacle than the under 18s. In fact, a lot like the under 18s, but with bigger, heavier men. For this event we had the mighty Austin

Robbins over, who will no doubt have some smugness having beaten his brother in the racing this time, although not by much, having snatched second from the jaws of first in the last round up at Bolesworth Superbole. Pete Tatham got his third, much to the annoyance of Mark Pettifer, bitterly disappointed after Mr Tatham took a quick rest right in the path of Mark, who hooning it like buggery, may well have got a shot at the finals. Better luck next year (nothing wrong with a 5th place downhill ranking, at this level of racing – at least from my mediocre rider perspective!).

Chris McCarthy was the fastest ginger pudding that I have seen this season.

Our road trip rider, Paul B - the only one to enter, was pleased with his position, qualifying and coming a reasonable 19th, just behind Mr Price, 18th (we are Andy).

You know what? I am going to shut up about the racing. It was fast, phat, blistering, and you can look at our poverty stricken black and white images in awe instead. I've said the weather was good, and although you can't tell from the pictures it was. Oh and the atmos was proper. One thing has to be mentioned though, this session from the masters was great, nice hooking up again with McBean, who was racing bloody well, having not seen him for all of five days, this being the end of our road trip and all. Birkbeck pulled a beauty at the end of his race as well, pelting it right down the end of the course, down into the

pedestrian area, off the ramp over the fence, straight into the water jump. A chuffed old man!

The freestyle set up the next day was corking, with the end of season clearly there for all to see, rather than better luck next time if a rider messed a trick up, it was, go on have another shot, rider after rider going back a second time during the same run to try the trick again, usually making it the second time. Alex Benfield was pulling out some sizeable airs, using a kicker to jump a picnic table, lengthways for his first trick.

Not bad. **Birkbeck put two picnic tables end to end and used the same ramp to jump onto them, then straight off into a 50-50 down a rail. The git.**

Who else? No five-forties from Mr Kirkman, who preferred relaxing in the sun and abusing his friends for this one. Also out, Laurie Kaye, having gained a collarbone injury in Morzine – get well soon man. Laurie Barnes was flying. Mr Leon Robbins was having trouble with his switch rodeo's, not quite nailing the landing, so our man from the UK (actually more like ATBmag's man from the South West boarding centre!) showed him how to do it, stomping the landing, and riding away with a grin of Renny Myles proportions. Incidentally MBS rider Renny Myles was stomping the phat airs,



as is his style, and Bieran Stelzer Martlew was having his enormous front flips. Considering the state of Tim Paddocks ankle, at least as sprained as I have seen an ankle, bruising covering the whole ankle area, **looked as tasty as a big succulent aubergine**, he was proper having it. Up the top end where we were sat, the trickery on the benches was just bloody original, mixing up the skate style with the dirt style, playing on the rails with more ingenuity than could be mustered by any tool such as snow skate or mountain board on its own.

Totally cool. Mr Morrison was bombing the bottom section with some sweet as a barrel roll barrel rolls, and yeah, I wanted a go.

It was a corking day, with the best riders of the season getting their place in the limelight for all to see. And then it was time for us to take our big ass not so white and genuinely stinking van back up to where it can relax, driving the punks to their gigs.

It was all over so fast. The end of the years racing. But like the Bristol lot often have said to me, 'Right, that's the season out of the way at last, now we can get down to some proper freeriding – in the woods.' Its never really over. Not till your dead.

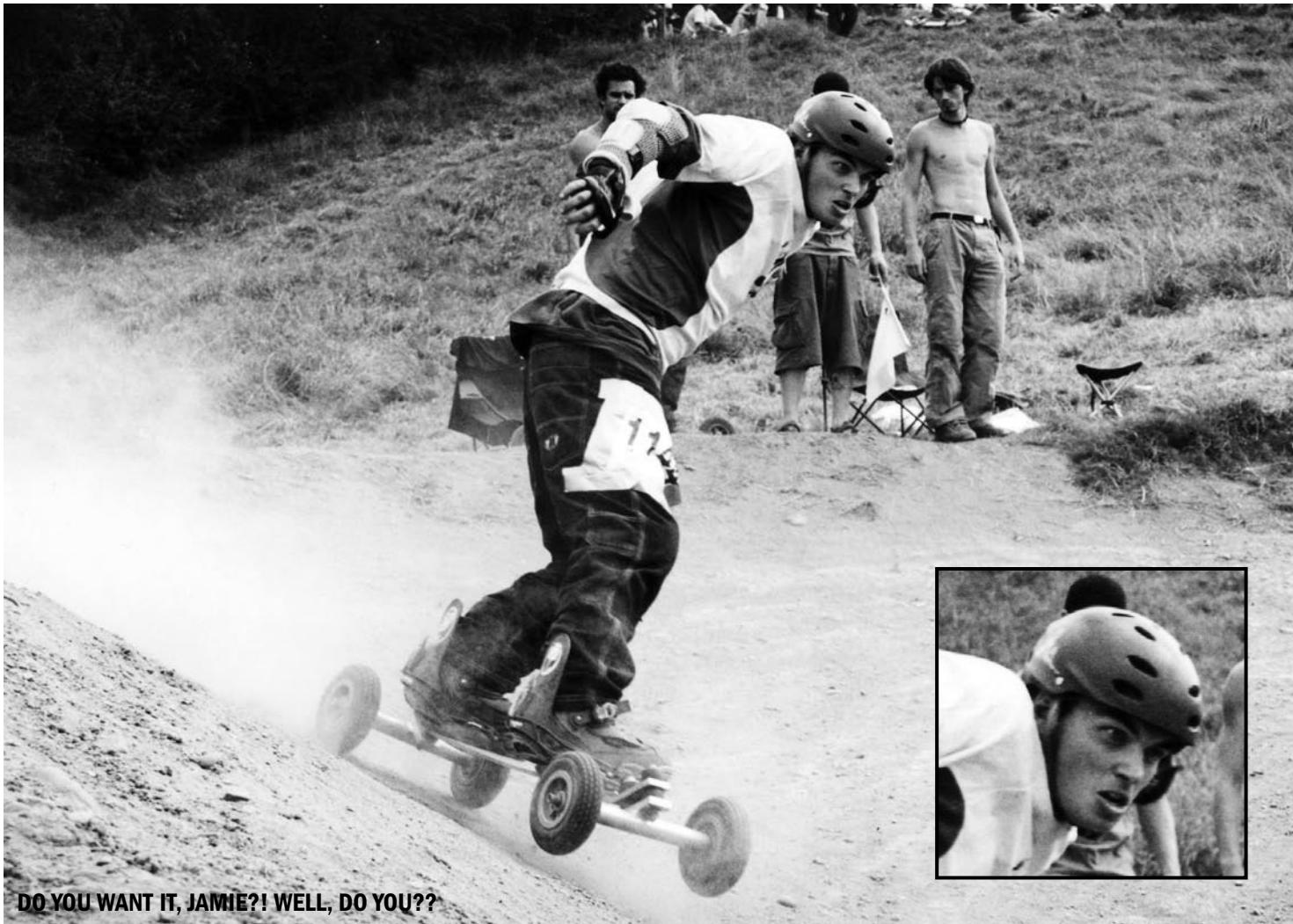
A big shout to the UK scene and the ATBA, and ALL their supporters. And a big shout to you, my friends. See you next year – if not before.



NOT SCARED. DAVE MCBEAN RIDING WITH BRAKES.



"I HOPE I LAND THIS"



DO YOU WANT IT, JAMIE?! WELL, DO YOU??

2004 ATBA UK CHAMPIONSHIPS - RESULTS

Follows are the top three positions of Round 3, 4, 5 and 6 of the 2004 ATBA UK Championship and the full overall results.

Congratulations to everyone who entered and competed, no matter where you came. Sorry we couldn't list you all. Space dictates and all that.

ROUND 3

Boarder X

U14 1. Josh Holcombe, 2. Miles Oliver, 3. Jacob Treliving **U18** 1. Tom Kirkman, 2. Renny Myles, 3. Laurie Kaye **LADIES** 1. Diana Shepherdson, 2. Jos Kirkman, 3. Niki Forcast **MASTERS** 1. Steve Birkbeck, 2. Matt Shipp, 3. Scott Leadbitter **OPEN** 1. Leon Robbins, 2. Wayne Kent, 3. Nathan Jenkins

Freestyle

U14 1. Edd Wilson, 2. James Sleigh, 3. Caelinn Fitzpatrick **U18** 1. Tom Kirkman, 2. Renny Myles, 3. Laurie Kaye **LADIES** 1. Jos Kirkman, 2. Kat Onions, 3. Natalie Reynolds **MASTERS** 1. Matt Shipp, 2. Steve Birkbeck, 3. John Poole **OPEN** 1. Leon Robbins, 2. Chris Mccarthy, 3. Tim Paddock

ROUND 4

Boarder X

U14 1. Josh Holcombe, 2. Lester Shrimpton, 3. Fin Parry **U18** 1. Jack Herniman, 2. Laurie Kaye, 3. I G Wilkinson **LADIES** 1. Natalie Reynolds, 2. Charlotte Jones, 3. Mandy Gallant **MASTERS** 1. Malcolm Seward, 2. Matt Shipp, 3. J Davis **OPEN** 1. Pete Tatham, 2. Alex Downie, 3. Darren Murphy

Freestyle

U14 1. James Sleigh, 2. Pascoe Kelly-Sinclair, 3. Tuai Lovejoy **U18** 1. Tom Kirkman, 2. Laurie Kaye, 3. I G Wilkinson **LADIES** 1. Kat Onions, 2. Natalie Reynolds, 3. Niki Forcast **MASTERS** 1. Matt Shipp, 2. John Poole, 3. Dave Mcbean **OPEN** 1. Leon Robbins, 2. Alex Downie, 3. Chris McCarthy

ROUND 5

Boarder X

U14 1. Alex Morgan, 2. Luke Green, 3. Lester Shrimpton **U18** 1. Tom Kirkman, 2. Renny Myles, 3. I G Wilkinson **LADIES** 1. Natalie Reynolds, 2. Diana Shepherdson, 3. Kerry Whitford **MASTERS** 1. Steve Birkbeck, 2. Matt Shipp, 3. Dave McBean **OPEN** 1. Leon Robbins, 2. Austin Robbins, 3. Pete Tatham

Freestyle

U14 1. James Sleigh, 2. Pascoe Kelly-Sinclair, 3. Chad Harding **U18** 1. Tom Kirkman, 2. Renny Myles, 3. Laurie Kaye **LADIES** 1. Jos Kirkman, 2. Kat Onions, 3. Niki Forcast **MASTERS** 1. Steve Birkbeck, 2. Matt Shipp, 3. John Poole **OPEN** 1. Alex Downie, 2. Leon Robbins, 3. Chris McCarthy

ROUND 6

Boarder X

U14 1. Lester Shrimpton, 2. Jack Wells, 3. Chad

Harding **U18** 1. Renny Myles, 2. Beiran Stelzer-Martlew, 3. Ollie Morrison **LADIES** 1. Sacha Bush, 2. Jos Kirkman, 3. Diana Shepherdson **MASTERS** 1. Steve Birkbeck, 2. J Davis, 3. Matt Austin **OPEN** 1. Austin Robbins, 2. Leon Robbins, 3. Pete Tatham

Freestyle

U14 1. Tom Read, 2. Mick Kirkman, 3. Chad Harding **U18** 1. Renny Myles, 2. Joe Dickson, 3. Ollie Morrison **LADIES** 1. Kat Onions, 2. Jos Kirkman, 3. Niki Forcast **MASTERS** 1. Matt Shipp, 2. Andrew Ramsey, 3. Steve Birkbeck **OPEN** 1. Alex Downie, 2. Leon Robbins, 3. Tim Paddock

FINAL RESULTS: DOWNHILL

U14 1. josh holcombe, 2. alex morgan, 3. lester shrimpton, 4. chad harding, 5. miles oliver, 6. jack wells, 7. pascoe kelly-sinclair, 8. jacob treliving, 9. luke green, 10. fin parry, 11. james sleigh, 12. joshua campbell, 13. dylan reynolds, 14. tom donaldson, 15. tristan huxley, 16. tuai lovejoy, 17. harry holt, 18. joel treliving, 19. zak campbell, 20. joe knight, 21. shan wild, 22. oliver baron, 23. matthew quadling, 24. seb cox, 25. john stamp, 26. sonnie dibben, 27. kane joyce

U18 1. tom kirkman, 2. renny myles, 3. laurie kaye, 4. i g wilkinson, 5. jack herniman, 6. ollie morrison, 7. beiran stelzer-martlew, 8. jack herriot, 9. will herriot, 10. nathan green, 11. laurie barnes, 12. dan hopkins, 13. tom haycock, 14. nathan wells, 15. gary bowman, 16. joe dickson, 17. stuart burnett, 18. rhys crilley, 19. josh collins, 20. jonathan charles, 21. gary broughton, 22. david compton, 23. tom spencer, 24. marc austin, 25. ben tweedie, 26. james alexander, 27. anthony shrimpton, 28. owen tweedie, 29. jack chew, 30. jamie wilson, 31. sam warrilow, 32. ewan smith, 33. garen thompson, 34. adam justice, 35. mark sullivan, 36. richard sibley, 37. charles tait, 38. ash hodgetts, 39. jed hornyold, 40. charles wilson, 41. oliver haycock, 42. guy crawford, 43. richard buckingham, 44. danny pack, 45. clinton johns, 46. rich dunstan, 47. ross profit, 48. mark parker, 49. stephen ward, 50. barney jackson, 51. tom crabb

LADIES 1. diana shepherdson, 2. natalie reynolds, 3. sacha bush, 4. jos kirkman, 5. rosie wilson, 6. niki forcast, 7. kerry whitford, 8. annie morris, 9. mandy gallant, 10. lorna boughen, 11. bobbi dibben, 12. sallyanne opie, 13. rebecca telling

OPEN 1. leon robbins, 2. pete tatham, 3. chris mccarthy, 4. nathan jenkins, 5. mark pettifer, 6. wayne kent, 7. tim jones, 8. dave tatham, 9. matt dutson, 10. ant wilson, 11. leon dove, 12. darren murphy, 13. alex benfield, 14. matt gaydon, 15. dan watson, 16. dale henson, 17. lawson david, 18. tim ford, 19. brett levett, 20. peter jenkins, 21. steve gough, 22. nathan levett, 23. mark peck, 24. rich rose, 25. andy price, 26. tom ashman, 27. john barry, 28. wayne lomax, 29. daniel thompson, 30. dean watson, 31. josh grafham, 32. paul turner, 33. antony pullen, 34. andrew woolliscroft, 35. paul butler, 36. richard king, 37. nick puddy, 38. jamie mcfarlane, 39. iain probert, 40. joe jones, 41. gareth lee, 42. owen fisher, 43. martyn sands, 44. paul onions, 45. mark wells, 46. ian williams, 47. mat lunt, 48. matthew blything, 49. niall henn, 50. andrew grey, 51. ben coombs, 52. will o'prey, 53. david stamp, 54. nathaniel gaydon, 55. mathew bowman, 56. ben coulthard, 57. andy watson, 58. allan osborne, 59. adam atkins

MASTERS 1. steve birkbeck, 2. matt shipp, 3. malcolm seward, 4. scott leadbitter, 5. j davis, 6. dave mcbean, 7. matt austin, 8. clive galway, 9. dany mitchel, 10. john poole, 11. pete langworthy, 12. russ thompson,

13. dae ambrosine, 14. andrew ramsey, 15. lee campbell, 16. duncan cleary, 17. raphael laroche, 18. markus harvey, 19. joe gatley, 20. andre laroche, 21. simon little, 22. jon burton, 23. martin quadling, 24. peter fisher, 25. blue baxter, =. peter smedley, 27. david howie, 28. mike dunstan, 29. alastair moore, 30. nigel ball

FINAL RESULTS: FREESTYLE

U14 1. james sleigh, 2. pascoe kelly-sinclair, 3. chad harding, 4. edd wilson, 5. tuai lovejoy, 6. mick kirkman, 7. jack wells, 8. miles oliver, 9. lester shrimpton, 10. joel treliving, 11. joshua campbell, 12. alex morgan, 13. dylan reynolds, 14. zak campbell, 15. seb cox, 16. fin parry, 17. kane joyce

U18 1. tom kirkman, 2. renny myles, 3. laurie kaye, 4. i g wilkinson, 5. david compton, 6. joe dickson, 7. ollie morrison, 8. jack herriot, 9. jed hornyold, 10. will herriot, 11. laurie barnes, 12. beiran stelzer-martlew, 13. oliver haycock, 14. tom haycock, 15. jack chew, 16. dan hopkins, 17. rhys crilley, 18. stephen walrond, 19. tom spencer, 20. gary broughton, 21. stuart burnett, 22. adam justice, 23. clinton johns, 24. ben tweedie, 25. gary bowman, 26. richard buckingham, 27. james alexander, 28. mark parker

LADIES 1. kat onions, 2. jos kirkman, 3. natalie reynolds, 4. niki forcast, 5. melissa gatley

OPEN 1. leon robbins, 2. alex downie, 3. chris mccarthy, 4. tim paddock, 5. tim jones, 6. pete tatham, 7. dale henson, 8. niall henn, 9. nathan jenkins, 10. matt dutson, 11. mark pettifer, 12. dan watson, 13. lawson david, 14. peter jenkins, 15. paul turner, 16. antony pullen, 17. andy price, 18. will o'prey, 19. matt gaydon, 20. mark peck, 21. richard king, 22. joe jones, 23. adam atkins

MASTERS 1. matt shipp, 2. steve birkbeck, 3. john poole, 4. andrew ramsey, 5. dave mcbean, 6. scott leadbitter, 7. andre laroche, 8. raphael laroche, 9. lee campbell

FINAL RESULTS: OVERALL

U14 1. james sleigh, 2. chad harding, 3. pascoe kelly-sinclair, 4. lester shrimpton, 5. alex morgan, 6. jack wells, 7. miles oliver, 8. tuai lovejoy, 9. fin parry, 10. joshua campbell, 11. joel treliving, 12. dylan reynolds, 13. zak campbell, 14. seb cox, 15. kane joyce

U18 1. tom kirkman, 2. renny myles, 3. laurie kaye, 4. i g wilkinson, 5. ollie morrison, 6. jack herriot, 7. beiran stelzer-martlew, 8. will herriot, 9. joe dickson, 10. david compton, 11. laurie barnes, 12. tom haycock, 13. dan hopkins, 14. rhys crilley, 15. jed hornyold, 16. stuart burnett, 17. gary bowman, 18. gary broughton, 19. tom spencer, 20. jack chew, 21. oliver haycock, 22. ben tweedie, 23. adam justice, 24. james alexander, 25. richard buckingham, 26. clinton johns, 27. mark parker

LADIES 1. jos kirkman, 2. natalie reynolds, 3. niki forcast

OPEN 1. leon robbins, 2. chris mccarthy, 3. pete tatham, 4. nathan jenkins, 5. tim jones, 6. mark pettifer, 7. matt dutson, 8. dale henson, 9. dan watson, 10. lawson david, 11. matt gaydon, 12. peter jenkins, 13. mark peck, 14. andy price, 15. paul turner, 16. antony pullen, 17. niall henn, 18. richard king, 19. joe jones, 20. will o'prey, 21. adam atkins

MASTERS 1. steve birkbeck, 2. matt shipp, 3. scott leadbitter, 4. john poole, 5. andrew ramsey, 6. dave mcbean, 7. lee campbell, 8. raphael laroche, 9. andre laroche



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SPOT GUIDES

Lots of spot guides this month, as discovered on the road trip (see page 14 for the write up). All these spot guides will find themselves on the web site, www.scuz.info, sooner or later.

Check there for rider comments and reviews. Meanwhile, lets get started.

THE HERMITAGE

Follow the M90 north of Edinburgh all the way to the end (junct 11) where it turns into the A9 and keep going. Stay on the A9, you will see a signs off the A9 to Dunkeld and little Dunkeld, wake up, not much further down the A9 and you should see signs off to your left to the Hermitage. Take this left turn which will be shortly followed by a right towards the car park, drive past this car park and up the track, until you get to a small car park on your right. Park up.

The fire road is basically a continuation of the track you drove up to get into this car park, so turn right out of the car park and keep walking up hill.

It's a long walk, a van and a driver are well recommended. The fire road its self is an excellent run as its gradient is pretty mellow in most places and most corners except the last are ok. The road drops a bit then flattens out for a little stretch before dropping down again and so on and so forth till u get to the bottom with a few corners in between.

CORSTORPHINE HILL

Get onto the Edinburgh city bypass A720 and head west, when you get to the Gogar roundabout head east along the A8 towards the city centre, while passing through Corstorphine head up Clermiston road, follow the hill right to the top and turn right up Cairnmuir road and park in the carpark at the top of the hill. Walk into the woods and go play. There's all sorts here, just go have a look around.

Out of the woods are a few fairly chilled runs and a couple of fire-and-forget type runs, i.e. not overly technical, just hold on and point yourself down the hill. Good fun way to end a days riding.

THE BINGS

There are many bings (slag heaps) in West Lothian, the biggest being Broxburn but the one we went to was 3 Miletown bing (or as dave calls it phiplston bing) get onto the A8 heading west from Edinburgh, head through Broxburn on the A899 and into Uphall, take the turn off at the Uphall hotel and follow the signs for Ecclesmachan / Oatridge agricultural college on the B8046. At the end of that road turn right and then immediately left onto the B8046 again, Cross over a small humpback bridge, turn left into the carpark, park get kitted up go ride (across the road on

the big orange things).

This place is fairly knarly, what with it being inhabited mostly by motorcross bikes. The surface is unforgiving so pad well up and cover all your skin. Go in as big a group as possible so you have lots of spotters, as the Sunday we went, there were motorcross bikes flying all round the place at great speed. The area is huge and there are too many different runs and sections to mention, again just go hunt round.

LIVI SKATE PARK

The skatepark is slap bang in the middle of Livingston, very close to Almondvale Shopping Centre. Driving in from the east or west, pull off the M8 at junction 3 and head for the town centre, which will take you down a long straight stretch of dual carriageway (the A899).

Take the turning off for the centre and Almondvale Boulevard, which will take you on a long, curve under the dual carriage way. Take a right at the second roundabout you come to, signposted for Howden, and will make you double back on yourself. Once you've gone down a wee hill, the skatepark is on your left, with a wee car park.

This is about as good a set of directions as you'll come across, but expect to get lost – whoever designed the town must have shares in a roundabout company. One wrong turn and you're screwed.

This old school concrete park. It's a blast, I say no more. Definitely rideable on mountainboards, not ideal if you're strapped in though.

BIRKCRIG

Get off the M6 at Junction 36. Head to Ulverston on the A590, from Ulverston head for Barrow in Furness down the A5087 (coast Rd), when you get to Bardsea watch out for the Old Mill pub, turn right immediately after it. Follow the road up the steep hill and shortly after a sharp right hand bend you should see some where to park on you left and to the right of the road is where Team BOLX have been hard at work. There are a few nice little dirt kickers which can be linked together into a bit of a run, a dirt quarter And various other options of various lines down the hill, open to all abilities.

20 meters or so up the road on a left hand bend you will see a large wooden gate which is the entrance to Sea wood. Head left and ride down to the bottom of the wood towards the main road then walk up the alternate path you meet at the bottom and then ride that back down. Intermediate level riding on nice gradient, as always take some people to spot for you as some of the corners are blind.

If you carry on up the road you will

eventually come to the top of Birkcrig common as the whole area is known. STOP. Admire the view. Very nice.

Now for the brave, stupid, and those that have Dirtsurfers, these road runs can be done in either direction back the way you've just driven or on down the otherside. Be VERY careful. Get someone with a car to drive down in front if you are going to attempt this. Once you are over the other side of the hill and at the bottom, if you look left of the road you should see a wide green stretch of grass in the middle of the bracken which runs from the top to the bottom of the hill, this is the Runway. Quite fast but not very tricky, well worth a bash.

teambolx.t35.com

RANDWICK

Exit M5 Junction 13, follow the A419 towards Stroud. At the round about in Gainscross take the first exit left and then go immediate right towards Randwick. Your heading for the far southern end of Standish wood. Use www.multimap.com, and you should get a map that will show you better than I can describe. Again theres all sorts to ride here including some quite mad cliff drops. Hunt about. Riding standard is intermediate to expert.

DURSLEY

Crooked Mustard. extreme expert/nutcase level only, this is harsh. Very winding track, sharp 90 degree corners with huge dirt walls to try and use as berms with a bedrock floor, even seeing this ridden you don't believe it.

Badger W*nk. A dirt gully in the woods, 2m wide that winds down hill and spits you out on a rough track at about 25mph at the bottom. This is the fastest I have ever seen anyone ride on a mountain board.

Contact Team BAD for directions and go with them to see it ridden properly.

www.teambad.co.uk

BUGSBOARDING MOUNTAINBOARD CENTRE

Adding to the growing list of dedicated mountainboard centres in the UK is BugsBoarding. And what a centre it is too. Set on farmland around 5 miles from Gloucester, it's not far from civilisation, and as such access to the centre is far easier than most others.

Designed and developed by AJ Watkins of MBS/Maxtrack and Leon Robbins of MBS, Bugs is possibly one of the most feature packed centres in the UK with a real snow park feel about the place, with endless rails and hits for all levels of rider.

Scuz visited the centre on the thursday of our road trip, and while time limited our stay, we had chance to give the place a thorough seeing to, although some of us with less success than others.

Starting from the entrance is a beginners slope with a good couple of hundred yards run with a slalom section ideal for beginners to practice their linked turns. To the right of the slalom are a number of beginners rails, around 6" to a foot off the ground. Anyone just getting to grips with freestyle riding will find Bugs a godsend as the centre has been designed to help freestyle riders grow and improve.

Moving further across the site, you will find the size of rails and kickers growing. AJ told us their aim was to build the centre and allow

riders to hit an number of different features, all interconnected, so the rider flows from one rail to perhaps a kicker to another rail and so on. The centre really gives the rider the opportunity to use their imagination and come up with their own lines through the park.

Particular features that stood out was the series of rails starting with a straight, roughly 8 to 10 foot, rail followed by a "C rail" - an off-camber curved pipe a foot or two off the ground, followed by a rainbow rail that has it's rider over 8 foot off the ground, and from this the rider has an option of hitting a fairly sizeable table top or alternatively to the left, a sloped rail that could be either popped onto or for the more experienced rider, aired over and tail tapped on their way down the other side.

While easier said than done, the centre caters for riders to grow to this kind of ability. It allows for growth and learning and hats must be taken off to the team for designing the centre with all rider abilities in mind.

Other stand out features for freestyle riders is the old Vauxhall Astra embedded into the ground, which some of the Scuz road trip crew had no end of fun riding over or just clearing the whole thing.

Leading on from the car is a 44 foot water rail - a rail that sits about two metres above a

smelly, dirty pond. Suffice to say, you want to be clearing the whole rail rather than bailing into the water.

All this talk of freestyle riding, what does Bugs offer for freeride and boarder x riders? The boarder x course is a 200 or so metre affair starting right at the top of the site, on a non too shallow part of the hill. Hard packed dirt means you're going to be riding the course at a pretty rapid speed.

Starting with a number of rollers and table tops, into a well crafted right hand berm, almost immediately into a large left hand berm, you're taken over a few more rollers before hitting the finish line.

Descriptions rarely do justice to these kind of things; your best bet is simply to go check it out. Take plenty of padding and hide as much skin as possibly because, certainly went we visited Bugs, any visible skin was there for the taking. And taken it was.

AJ and Leon have continually developed the centre over the summer and it's been host a few events, including the Maxtrack Classic, moving from it's old Eastnor Castle site to Bugs. Will it be host to one of next years ATBA UK rounds? Who knows, it should certainly be in the running.

Camping was made available to us, many thanks go to AJ for sticking around until we turned up. Sorry for running so late!

DIRECTIONS

Leave the M5 at junction 11 and follow the A40 towards and round Gloucester till you meet the A417 follow the A417 towards Maisemore / Ledbury. After you have left a small village you will drive up a big hill, at the top of the hill is the entrance to Bugs on your left hand side, opposite a lay by on the right.

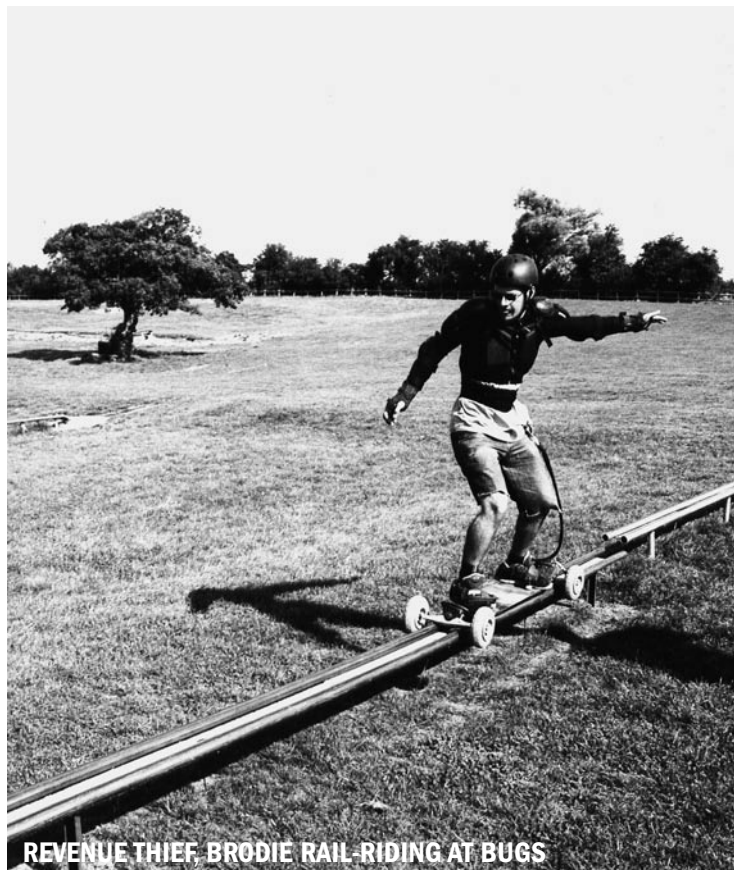
CONTACT DETAILS

BugsBoarding, Overton Cottage, Maisemore, Gloucestershire, GL2 8HP

07749 897330

www.bugsboarding.co.uk

Camping is available but ring before you turn up with your 4 berth caravan. Summer opening hours were: Friday - 5:30pm till late. Saturday/Sunday - 10am - 6pm. This time of year, ring before you turn up.



REVENUE THIEF, BRODIE RAIL-RIDING AT BUGS

D I Y - MAKE YOUR OWN SCUZ TEE

That's right! A **FREE** Scuz tshirt for every reader! You lucky, lucky people! What other magazine in the world gives away free tshirts? None, that I'm aware of, although I believe Vogue once gave away free bags. And your local Esso no doubt does a fine line in free glasses.

While the Scuz budget can't quite stretch to bags, or, it seems, tshirts, you, however can easily make one using the Blue Peter/Art Attack/O level chemistry style directions below, courtesy of Leeds rider, Brodie. We must also thank Brodie for taking potential revenue out of our pockets. Thank you. Very much.

HOW TO MAKE YOUR VERY OWN SCUZ TEE

You will need:

- 3 sheets of acetate (overhead projector film)
- A sharp knife, Stanley knife or craft knife or similar (from a craft shop)
- A tube of dark acrylic paint and a tube of light acrylic paint (the colours are up to you)
- A very small roller (from a craft shop)
- A blank tee-shirt, jumper, pair of pyjama's or tee-towel washed to allow for shrinkage
- Some newspaper
- Access to a photocopier
- Sticky tape

Here is how to do it:

1. Photocopy page 37 of this issue of Scuz 3 times
2. Stick the sheets of acetate to the photocopies of the Scuz logo
3. Cut the stencils:
 - **Stencil 1:**
Cut out the black background of the Scuz logo to produce a stencil that will create figure 1.
 - **Stencil 2:**
Cut out the 'SCU' of the Scuz logo to produce a stencil that will create figure 2. (Be very careful to leave behind the thin lines that make up the 3D effect of the lettering).
 - **Stencil 3:**
Cut out the 'Z' of the Scuz logo to produce a stencil that will create figure 3. (Again be very careful to leave behind the thin lines that make up the 3D effect of the lettering).
4. Remove the paper from your stencils.
5. Lay your Tee out flat and place some newspaper inside your Tee-shirt behind where you want to print the logo.
6. Place stencil 1 in place and tape it down roughly so it doesn't move.
7. Put some dark paint on a saucer and coat the roller in it. Gently roll over your stencil to produce the effect shown in figure 1.
8. Leave it to dry. (or use a hairdryer if you cannot wait!)
9. Place stencil 2 in place over the dark background of the logo and tape it down roughly so it doesn't move.
10. Put some light paint on a saucer and coat the roller in it. Gently roll over your stencil to produce the effect shown in figure 2.
11. Leave it to dry.
12. Place stencil 3 in place (be careful to line up the edge of the 'Z' with the edge of the 'U') and tape it down roughly so it doesn't move.
13. Put some light paint on a saucer and coat the roller in it. Gently roll over your stencil to produce the effect shown in figure 3.
14. Leave it to dry.
15. Wear you Scuz Tee with pride. Now go and make your own designs, slogans and pictures, print them onto a tee and never buy a corporate tee-shirt again.

FIG. 1



FIG. 2

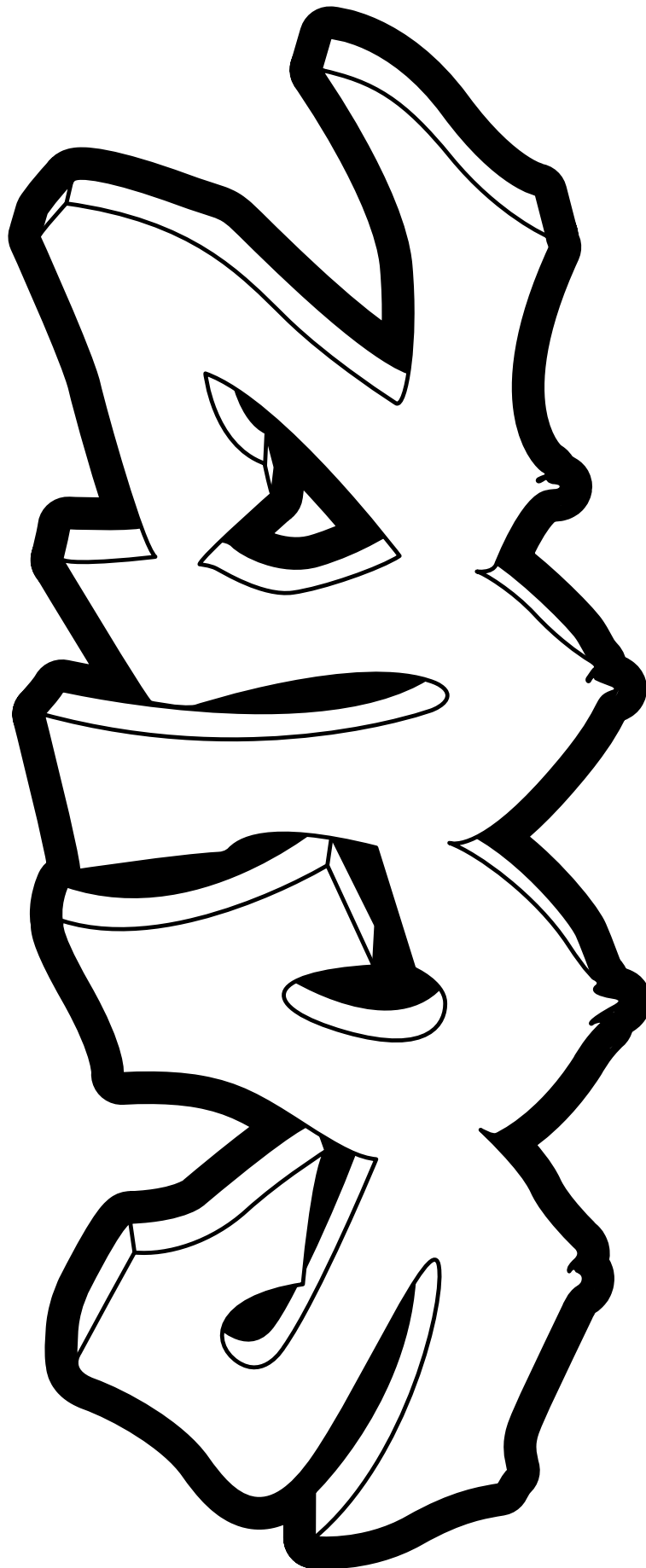


FIG. 3



RESULT





ALL TERRAIN BOARDING ASSOCIATION

The ATBA is the governing body of the sport of All Terrain Boarding also known as mountain boarding and off road boarding. The UK branch of the ATBA has been running since 1997. With the increased popularity of the sport, the ATBA-UK is now a Limited non-profit charitable organisation, ATBA-UK Ltd. This is to make sure no one can make millions out of the association in years to come - the riders must come first!

THE AIMS OF THE ATBA-UK ARE:

The ATBA-UK is a non-profit making organisation to provide the recognised forum to represent and promote the sport in the UK by:

1. Putting riders interests first.
2. Promote safety.
3. Sanctioning events
4. Providing training.
5. Communicating our actions and decisions to members.
6. Sourcing funding for the above.

MEMBERSHIP BENEFITS:

- ATBA-UK membership card and stickers.
- Discount exclusive insurance for riders, including Personal Injury and Third Party Liability to cover wherever you ride.
- 1/3 off entrance fees to ATBA-UK British Championships.
- Discounts for family memberships.
- Discounts for riding at participating centres across the UK.
- Newsletter throughout the year.
- Specialist advice for members.
- An opportunity to voice and vote for the future of the sport.
- The opportunity to represent and aid the sport in the UK.

This is some info about the ATBA, the UK chapter of the All Terrain Boarding Association. It is a democratically elected council of riders, elected democratically by the members of the ATBA to act as organisers of the most successful UK ATB events.

The benefits of being a member extend not only to getting discounts from the companies which have chosen to lend support to the organisation, but also a members card offers discounts at a majority of the centres available to ride at, in the UK. They also act as a go between to offer cheap and comprehensive insurance specific to extreme sports practitioners from the insurance industry.

The organisation is experienced at acting as a go between for the riders in the UK and the Industry in the UK, whose aims aren't always the same. They are on your side, but they need your support. For the last two years the UK series has been an extremely professionally run series (I have only two years experience of the ATBA-UK's operations). Your money is not paying wages, it is to enable a hard working unpaid team of highly motivated UK riders sort out the best possible summers for you lot. Its not a thankless task, but without your support it will become so. By the riders, and for the riders. Just like us. Look out for an interview with the man responsible the its success in the next amazing issue of Scuz mountainboarding zine.

SCUZ MOUNTAINBOARDING ZINE

Proud members of the ATBA-UK



Membership Application:

To join the ATBA-UK please complete and return this form with payment as detailed below:

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106 SCUZ

Date received:

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(Family members do not get the full membership benefits such as newsletter etc)
 (All Prices are for one Year's Membership from end of month processed)

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If you do not wish Your Data to be used for these purposes, please tick the following box. ☐

Please send this completed form together with cheque/postal order made payable to "ATBA-UK" to:

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Please allow up to 28 days for delivery of membership details.

Any questions or enquiries please email membership@atbauk.org or phone 0870 7658240

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Name: Date: Type of membership:

Validation: Payment: £

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FRONT COVER

Chris Williamson riding Bugs Boarding in
Gloucestershire. (photo by Brendan)

SPECIAL THANKS

The entire UK scene for playing host to us
throughout our road trip.

SPECIAL APOLOGIES

Apologies to Niki Forecast for goofing up the
Round 3 results in Issue 5. Correct results can
be found on page 34. Niki, please accept our
apology!

CONTACTS

The views expressed in this zine are proudly
those of Scuz, it's editorial staff and those of
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advertising staff.

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Always wear a helmet. Don't blame us. It's not
our fault.

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0113 244 3592

Anti-Gravity Shop, York

www.anti-gravity.org.uk
01904 631696

No Limits, Selby

www.nolimits-shop.co.uk
01757 701754

NEXT ISSUE

Out before Christmas? Maybe.

We welcome ALL contributions.

injuries of the ish!

THE INSECTS AT BUGS BOARDING WERE PARTICULARLY VICIOUS.



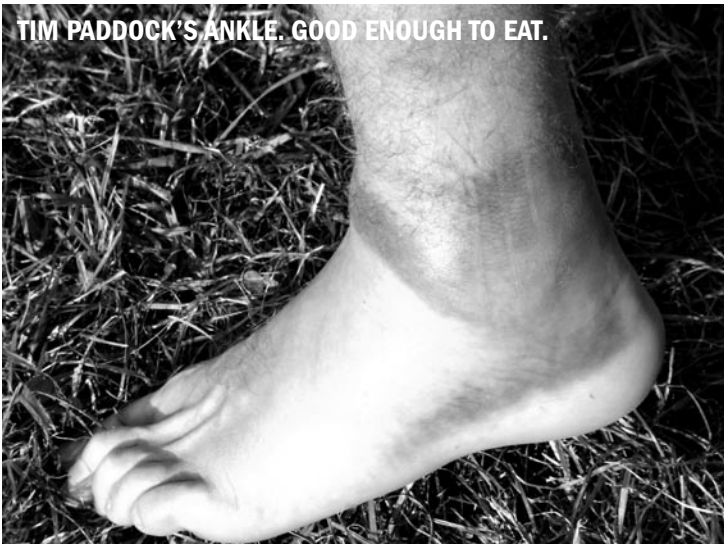
LIKE ANY GOOD PAINTING OF A WAR, PICASSO'S GUERNICA WAS MORE ORNAMENT THAN USE.



JACK HERRIOT'S ARM. ANYONE FOR GOLF?



TIM PADDOCK'S ANKLE. GOOD ENOUGH TO EAT.



Back to normal this issue, with imagery of battle wounds. And a fair selection is on offer, partly due to the Scuz road trip biting our crew on the arse, leg and Andy's waist.

The road trip surprised us all as far as major injuries go. It was mainly grazes and scrapes, and Welly's leg, which took a fair knock at Cleeve Hill. While it was assumed Welly was being a bit of a girl and having a right moan, days later the fury grew into the above and was only to get worse. We caught it in the early stages as it became apparent he wasn't being a "big girls blouse" (thanks Steve Birkbeck) and was genuinely knacked.

Andy's waist was the result of exposed skin at Bugs Boarding. It was a hot day to be fair with the lad, but days of weeping wound soaking his sleeping bag will learn him.

Moving on to Jack Herriot's arm. What can we say? Someone has been hiding golf balls. How was it done? We have no idea but it looks like a ripe peach.

To the left is Tim Paddock's ankle. This shot was taken both after competing and after he'd given his ankle a proper seeing to. However, the competing stage came after he'd hammered his ankle. Yes, Tim continued to compete at Round 6 while having this in his shoe.

So a fair selection this issue, all very different but we're always on the look out for improvement. Can you do better? Email photos to ouch@scuz.info or give your local postie something to do and use our mailing address found on page 42.



scuz

"TO PLAY IT SAFE IS NOT TO PLAY"